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PAPERS

LAID BEFORE

THE LEGISLATIVE COUNCIL OF CEYLON

DURING

THE SESSION OF 1890.

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THE

PROCEEDINGS OF THE LEGISLATIVE COUNCIL OF CEYLON.

Wednesday, October 15, 1890.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. G. S. WILLIAMS.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

OPENING OF THE COUNCIL.

1. His Excellency the Governor opened the session of the Council with the following Address :—

HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL,

THE interval which has passed between the day on which you welcomed my arrival and the present date has given me the time, before summoning you for the despatch of business, to make myself in some degree acquainted with the Colony and its inhabitants, and with the details and bearing of some of the important matters which await the decision and the action of the Government and of the Legislature. I am now able, therefore, in opening this session of the Legislative Council, to address you with greater confidence than I could have done a few months ago.

I rejoice with you over the continued growth of the prosperity of the Colony, as evinced by the satisfactory condition of its revenue and by the large increase in bulk and value of its productions and trade.

The Queen has been pleased to issue instructions extending the duration of the appointment of Unofficial Members of this Council from three years to five years. A copy of those instructions has been presented to you.

By the death of Mr. Ravenscroft, the Auditor-General, this Council has lost one of its most honoured Members, and the Government has been deprived of the services of a trusted councillor and of an able and experienced officer.

The report of the Select Committee of the Legislative Council on the Grain Tax Ordinance of 1878 has been placed before you. The Government has still under consideration the recommendations of the Committee. I am not yet therefore in a position to inform you of the views and proposals of the Government on this important subject, but I trust that action in the matter will not be long delayed. I think, however, it may be permitted to me to say that it is the opinion of some of those best able to judge that the rough estimate made by the Committee of the loss of revenue from the Grain Tax which would follow the adoption of their recommendations, will be exceeded.

The subject of the tax on dry grain is not dealt with in the report of the Committee. The anomaly under which this tax continues to be levied in the Northern, Eastern, and Southern Provinces, while the remaining Provinces are exempt from its operation, has been prominently brought to my notice, and has been engaging my attention. I hope to be able, before the close of the session, to propose for your consideration a measure for the relief of those liable to this impost.

I await the report of the Select Committee appointed by you to consider the means which should be taken to prevent the continued diminution of the attractions of Nuwara Eliya as a health resort.

At your request a Committee to inquire into the desirability of proceeding with the Registration of Titles to Land has been appointed. This Committee has not yet presented its report.

The revenue in 1889 realised Rs. 15,299,877, as against Rs. 15,408,812 in 1888, showing a decrease of Rs. 109,035. At first sight therefore it would appear that the returning prosperity of the Island, as gauged by the General Revenue, was arrested during the past year ; but on examination of the items of which that revenue is composed this is at once seen not to be the case. "Land Sales" and the "Pearl Fishery" account for a falling off of Rs. 508,398 ; and of these the former is rather in the nature of realisation of capital than an item of revenue proper, while the latter, though of importance

as a casual source of revenue, obviously offers no criterion of the condition or progress of the country. And the replacement of the Government vessel Serendib by a steamer belonging to a private company resulted in a decrease of Rs. 46,282 under "Government Vessels." If we omit these three items from the comparison, the revenue for 1889 exceeded that for 1888 by Rs. 445,746. There was a decrease of Rs. 82,750 in the Customs import duties, owing to a diminished importation of grain, but this was partially counterbalanced by an increase of Rs. 43,552 under "Land Revenue—Paddy." The royalty on plumbago exhibits an increase of Rs. 65,625; "Licenses," which is acknowledged to supply a trustworthy test of the spending power of the people at large, an increase of Rs. 88,540; "Stamps," an increase of Rs. 32,675; "Sale of Government Property," an increase of Rs. 129,075, of which it is satisfactory to note, as an indication of general prosperity, that a sum of Rs. 49,274 is due to an increased sale of salt; and "Railway Receipts," an increase of Rs. 160,717.

The Council will, I feel sure, agree with me that these figures afford grounds for satisfaction and thankfulness.

During the current year the revenue has been well maintained. The accounts for September are not yet closed, but for the first eight months the revenue has realised Rs. 10,523,395, or Rs. 653,803 more than the corresponding period of 1888, and this in spite of the Pearl Fishery having produced less by Rs. 182,517; and I am under no apprehension that the estimate of revenue for the year will not be reached.

But satisfactory as this retrospect undoubtedly is, I have already learnt sufficient of the pressing and growing needs of the Colony to convince me of the truth of the observation made by my predecessor in his address on opening the Council in 1889, that "when all the ordinary cost of the various "administrative departments has been met—when the amounts absolutely necessary for the mere "upkeep and maintenance of existing public buildings, roads, bridges, prisons, and hospitals, have "been voted—but a small margin remains for expenditure on works intended to promote and push "forward the prospects of the Colony, or to repair the neglects of past generations." That, however, is a matter with which I shall deal more fully in the Message which it is my intention to send to you when submitting the Estimates of Revenue and Expenditure for 1891.

If we turn from the consideration of the General Revenue to that of our exports and imports, the prospect is no less encouraging. Deducting specie, the imports in 1889 aggregated Rs. 54,170,496, and the exports Rs. 46,098,779, exceeding those for 1888 by Rs. 855,641 and Rs. 6,806,588, respectively. The returns for the year illustrate the continued decline of coffee, and they exhibit a decrease in the exportation of cinchona. On the other hand, they show that the plumbago industry is very flourishing, and that the cultivation of cocoanuts, cinnamon, cacao, and tobacco is generally in a satisfactory condition. Of tea, the relatively enormous increase of 10,525,381 lb. was exported, the total export for the year being 34,345,852 lb.

It may safely be predicted that the production of tea has by no means even yet attained its full development; and though I freely acknowledge the immense benefit which it has been to the Colony, it is only right that I should add that, looking to the amount of labour which is employed in its cultivation as compared with other local industries, and to the consequent contribution which it makes to General Revenue through the duty on imported rice (to say nothing of what it pays in railway freight, and indirectly otherwise), the fact that the value of tea exported is considerably more than one-third of that of the total exports of the Island is not devoid of a certain element of anxiety.

The tonnage inwards of vessels in 1889 exceeded that in 1888 by 167,269 tons, and outwards by 211,278 tons,—the total tonnage inwards and outwards in 1889 having been 4,831,965 tons.

The public health during 1889 was not entirely satisfactory. The death-rate was 26·7 per 1,000, the average annual death-rate for the decennial period between 1887 and 1888 having been 23·3 per 1,000. I fear the rate of mortality of the present year will be found to be in excess of that average. During the early part of the year cholera was introduced by immigrants from Southern India, and a considerable number of persons of that class fell victims to the disease. A recrudescence of the same disease occurred in May and June, but its attacks were again almost entirely limited to immigrants from India. On both occasions the enlightened and vigorous measures of the Medical Department checked the spread of the disease and hastened its extinction. The experience gained seems to strengthen the opinion that has of late years been gradually forming, that a sanitary cordon is not the most effectual means of checking the invasion and progress of an epidemic. The high reputation for health which the city of Colombo has acquired was maintained during 1890.

I regret to say that a drought has prevailed over the greater portion of the Eastern Province. No severe distress has been felt, but in consequence of the lack of seed for sowing purposes there was reason to fear a complete failure of the next paddy crop. To avert this threatening disaster, the Government has advanced the means wherewith to buy seed, on the security of the land. I venture to think that when it is possible to adopt this mode of giving help, it is more prudent to do so than to await the actual presence of distress, which can only be relieved by the distribution of food or by payment in kind or in money for labour on relief works.

During last month I assembled the Volunteer Force of the Colony in a camp of exercise, under their Commanding Officer. I reviewed the Force, and was highly satisfied with their appearance and with the skill and intelligence shown by them in their exercises and evolutions. The Major-General Commanding, on whose behalf the Force was inspected by Colonel Boyes, Commanding the Gordon Highlanders, has reported very favourably on the appearance, behaviour, and drill of the men. The issue to the Force of the Henri-Martini rifle has served as a useful encouragement, resulting in a marked improvement in the accuracy of their practice.

Amended regulations for the sale of Crown lands have been made and published. One of the most important points in which the new regulations differ from the previous ones is in a modification of the rule which fixed the minimum upset price of Crown lands at ten rupees per acre. The object in view in relaxing the rigidity of this rule is to authorise the offering of easy terms of sale in cases of lands of little value, and of lands under irrigation works, which have hitherto failed to attract purchasers or settlers. In the course of my recent journey through the North-Central and Northern Provinces, I could not fail to observe that there is in that region of the Island a large extent of land thinly populated and imperfectly developed, while at the same time there are portions of the country in which over population engenders a struggle for existence. The establishment of a more even balance of population, and the opening out of waste lands, are matters which will continue to engage the earnest attention of this Government.

The section of the Sea-coast line of railway between Kalutara and Bentota was opened for traffic in April of the present year. The proceeds of the traffic have been satisfactory. I regret to say that the anticipated saving on the cost of construction of this section of railway has not been realised. Circumstances have led to some slight delay in the commencement of the further extension to Ambalangoda, but the necessary preliminaries for the settlement of the plans and estimates, and for the acquisition of the land needed for the line, have been steadily pushed forward. I believe I may assure you that the work will now progress with rapidity. The survey of the line as far as Mátara is well-nigh finished. It has been urged, and I think with justice, that the Coast railway will but imperfectly fulfil its purpose, and will only partially yield the full profit which may be expected from it, until it has been completed as far as Galle. For the present I am in hopes that sufficient means may be found for carrying on the work by advances from the current balances. But advances from this source will not suffice to complete the line to Galle, and it will be necessary to provide for their repayment. There is no doubt therefore that resort must be had to further borrowing.

The works on the Haputalé section of the Main line of railway have made good progress. Notwithstanding unforeseen difficulties, there is good hope that the line will be completed by September, 1892, the time originally named. There is a well-grounded prospect of a considerable saving on the original estimate. Arrangements are being made for staking out the line which the railway would take if extended to Bandárawela, and for making beyond that place a preliminary examination of a line as far as the point where the routes to Badulla and Lunugala would probably diverge. No further steps can, however, be taken towards carrying out the proposal to advance the terminal point of the railway to Bandárawela until the expected saving on the estimate of the approved section has been more definitely assured than it can be at the present stage.

The Commission appointed by my predecessor to report on the proposal to extend railway communication to the Northern Province of the Island was, on account of the death of one of its members, re-constituted by myself. The Commissioners are prosecuting a most careful and exhaustive inquiry into this important subject. Their report, which I await with interest and anxiety, will be laid before you as soon as it has been presented.

The activity in the work of Legislation which has been displayed during recent sessions leaves but few subjects of importance to dispose of.

Most of the Bills which I propose to invite the Council to consider during the present session have already been published, and I trust that I may reckon upon your support in perfecting the measures which I shall lay before you.

Before I left England my attention was called by the Secretary of State to the great amount of serious crime in Ceylon, as evidenced, *inter alia*, by the number of capital sentences. My short experience amongst you does not entitle me to speak with any degree of certainty as to the causes of the alleged increase of crime generally. Some of those causes are probably too far below the surface to be readily detected. But judging from the results of the inquiries I have made since my arrival here, I am satisfied that in a large majority of cases culpable homicide is committed more from want of self-restraint than from premeditated malice or cruelty, and that the practice so common among the natives of this country of wearing sheath knives contributes largely to this class of crime. I find from the judicial statistics which have been placed before me, that during the past year in more than one-third of the cases of homicide death was caused by the use of the knife.

And not only in cases of homicide is the knife so freely used, but also in the still larger number of cases of grievous hurt. A sudden quarrel ensues, some violence is intended under the pressure of passion, a stab is recklessly given, and it is often a mere accident whether the result is hurt or death.

The evil is undoubtedly one which demands our serious attention. Several remedies have been suggested, and prominently amongst them severe deterrent measures such as transportation and public whipping. It is sufficient for me to say that the Home Government has already refused to sanction in this Colony either of those forms of punishment. It has also been suggested to substitute a clasp knife for a sheath knife, but in the experience of some of the prosecuting Crown Counsel of the Attorney-General's Department a clasp knife has been as dexterously used for homicidal purposes as any other form of knife.

After giving the subject my most anxious consideration, I have come to the conclusion that it is best to protect the people from themselves, and, if possible, to prevent crime by putting out of the way the means of its commission. No amount of legislation can have the effect of effacing passion or of implanting self-restraint, but you may so legislate that unrestrained passion shall no longer have a ready weapon with which to inflict pain and death.

In furtherance of this object I have caused an Ordinance to be prepared relating to the carrying and wearing of knives, and I ask your cordial co-operation and assistance in perfecting the measure. A precedent for such legislation is to be found in the Regulation No. 5 of 1816, which was repealed by the Ordinance No. 5 of 1869, and some such Ordinance as this was warmly advocated by the Inspector-General of Police, Mr. Campbell, in 1883, and by Mr. Commissioner Giles in 1889. All the precautions which have occurred to me to minimise as much as possible the inconvenience and perhaps hardship which may be caused to the persons concerned have been embodied in the Draft Ordinance, and I trust to you to supply any omissions.

Two objections have been advanced against the Ordinance: (1) that it is contrary to a national custom of the Sinhalese, and (2) that it may be used as an engine of oppression by unscrupulous headmen and police officers. The former is but a sentimental objection, which cannot weigh against the good of the general community. A custom which is fraught with danger to the public may very properly be restricted, and even abolished. It should be remembered, however, that it is not sought in this instance to enforce a general and unconditional interdiction of the custom without reference to the actual needs of the people. If the knife is a necessary implement in agricultural and other pursuits, it does not follow that it should be habitually carried and worn, whether required or not. The second objection seems to be weaker still, for the same may be urged against any other restrictive law now in force in the Colony.

Three Ordinances having an important bearing on the administration of justice will be laid before you: one to empower police magistrates to itinerate and hold court in convenient places within their respective divisions; another to amend the Ceylon Penal Code; and the third to amend the Criminal Procedure Code.

The first of these has been prepared to remove the doubts caused by a recent judgment of the Supreme Court, in which it was held that Police Courts established since the passing of the Ordinance

No. 11 of 1868 had no power to sit except in places specially appointed for the purpose by the Governor. The authority to itinerate from place to place for judicial sittings is one which every police magistrate ought to possess, and the due exercise of which cannot fail to have a beneficial effect on the administration of justice.

The second Ordinance has been suggested by the Secretary of State in connection with the Criminal Law Amendment Act which was passed in England in 1885. Its object is to raise the age of consent in cases governed by the provisions of section 363 of the Ceylon Penal Code. I feel sure that the amendment will commend itself to you on social as well as moral grounds.

The remaining Ordinance is the most important of all three. It aims at amending the Criminal Procedure Code, with the view, chiefly, of rendering less formal and technical the character of the proceedings in cases which are summarily triable by the Police Court.

Two Ordinances which were before you during the last session will be re-introduced, but in an amended shape. One of these, relating to Chanks, was duly considered and reported upon by a Sub-Committee, and it has been recast in accordance with their recommendations. It is intended to collect the royalty on chanks by means of an export duty levied at certain specified ports of entry, to abolish the existing system of fees and licenses, and to prohibit, in the interests of the pearl banks, the diving for chanks, bêche-de-mer, and shells in the seas between Mannár and Chilaw.

The other Ordinance relates to the Medical Wants of Labourers in this Island, and it is substantially in the form in which it was read a first time in May last. The only points on which it has been amended are the following:—The obligation of the employer to send a sick labourer to the hospital or dispensary is expressly made subject to the condition that the labourer is willing to go; no requisition for sending a sick labourer for medical treatment is to be made on the employer without the medical officer having previously seen and examined such labourer; and the rate and mode of assessment of estates are to be determined by the Governor, with the advice of the Executive Council—the rate, however, not to exceed the maximum fixed by the Ordinance.

As some misapprehension seems to exist with regard to medical officers visiting estates, I may at once say that the Principal Civil Medical Officer is prepared to place the professional services of such officers within the reach of both employers and labourers on fair and reasonable terms; but it would obviously be quite out of place to make any provision in this respect in an Ordinance which is designed to give effect to a scheme for affording medical relief, at moderate charges, only through hospitals and dispensaries, for the erection and extension of which, and for no other purpose, estates are to be assessed. If the professional visits of a medical officer are required on an estate, either in the employer's house or in the labourer's lines, the officer should be paid for those visits, independently of the general scheme of medical aid authorised by the Ordinance; and I feel convinced that with such a scale of fees as the Principal Civil Medical Officer contemplates sanctioning, there will be no just cause of complaint, while the Planting community will distinctly benefit by the abolition of the export duty hitherto levied on the produce of their estates.

I shall ask you to consider an Ordinance which is mainly designed to prevent unauthorised persons from taking sketches or models of our local fortifications, and from trespassing on any place, whether fortified or not, which is set apart for naval or military purposes, and which the general public have no right to enter. The Ordinance at the same time provides, on the lines of the Imperial Official Secrets' Act, 52 and 53 Victoria, chapter 52, against the improper disclosure of official documents and information. That Act, no doubt, applies to Ceylon as a British Possession, but it is desirable, as contemplated in section 5 thereof, to re-enact its provisions here, and in doing so to prescribe the mode of arrest of offenders, to declare what offences are bailable, and what offences are not, and to provide for the exercise of the summary jurisdiction of Police Courts in certain cases. I may mention that England is not the only country which has legislated on the subject of Official Secrets. The French have a similar law, which is even more rigorous in its penalties, while the German law gives ample and extended powers to punish those who seek to injure the State by revealing anything connected with its defences or by obtaining any unauthorised information.

An Ordinance to give effect to a scheme, proposed by the Officer commanding the Ceylon Volunteers, for the establishment of a Volunteer Reserve, will be submitted to you. The object in view is to secure, in case of imminent national danger or great emergency, the military services of a body of officers and men who have duly served in Her Majesty's regular forces, or who have been efficient Ceylon Volunteers for not less than two years, but who are prevented, by reason of their residing at great distances from any Volunteer head-quarters, from fulfilling the conditions, as to drill and training, which apply to ordinary Volunteers. It would be no small advantage to have such an auxiliary force, to act, in case of war, in concert with the corps of Volunteers and the regular troops in the Colony. The scheme has my heartiest approval, and I sincerely wish that it may be successfully carried out.

It has been found necessary to extend the authority vested by law in the officers and men belonging to the Ceylon Volunteer Corps, to make and enforce rules for managing their property and for ensuring good order and discipline, and for this purpose a short Ordinance, amending in certain respects the Volunteer Ordinances, No. 3 of 1861 and No. 9 of 1881, will be submitted for your consideration.

There will also be laid before you an Ordinance to establish a system on which public officers in the service of the Government of Ceylon shall henceforth give security for the performance of the duties of their respective offices, and to enable such officers to form themselves into a legal association for purposes of mutual guarantee, under rules to be approved by the Governor in Executive Council. The idea of establishing such an association was earnestly pressed on the attention of the Government, shortly before his lamented death, by the late Mr. Ravenscroft, who, in anticipation of such an Ordinance as this being passed, drafted the necessary rules after the pattern of certain rules in force in the Colony of Jamaica, where a similar association has been successfully at work for the last sixteen years. The practice which obtains in Ceylon of executing a joint and several bond with one or more sureties is obviously unsatisfactory, while the hypothecation of title deeds has practically been found in many instances to afford little or no security. I am hopeful that the Ordinance will introduce a better system of security than that which prevails under existing regulations. It would certainly be to the pecuniary advantage of public officers that they should join the proposed association, rather than continue to pay annual premiums for an indefinite period towards the assurance bonds given by guarantee societies and companies.

The law relating to Public Notaries requires amendment. The Ordinance No. 2 of 1887 empowers the Governor, with the advice of the Executive Council, in certain circumstances, to order

the cancellation of a Notary's warrant, but it omits to provide that the Governor, acting with the like advice, may revoke such order, if from a consideration of facts subsequently brought to light it should seem just and right for him to do so. Under the present law, therefore, if it is found expedient to re-instate a person in the office of Notary, all the preliminary steps required by the Ordinance before a warrant can be issued have to be repeated, resulting in a delay in some cases of three years. I have caused an amending Ordinance to be prepared to supply the omission above referred to. In it power is given to the Governor, with the advice of the Executive Council, to revoke an order of cancellation and to issue at once a fresh warrant, upon the production of which the Judge of the Court in which the name of the Notary was originally enrolled is required to restore such name to the statutory roll of Notaries.

It is proposed to extend for another two years the operation of the Ordinance No. 5 of 1885, which provides for the supervision and safe transit of goods, produce, and merchandise from one part of the Island to another. I am informed that the Uva and Haldummulla planters have always gratefully acknowledged the value of the registration legalised by this Ordinance, and that they desire its continuance. In February last the Kalu-gaṅga River Police, with the exception of the force at Nambapána, were withdrawn, and since then the Nambapána Police, slightly augmented, have had general supervision over the entire river route. The total number of up and down carts registered in 1889 was 2,430, the net cost of registration amounting to Rs. 2,459. As the Ordinance will expire at the end of the current year, I propose to continue it by a legislative enactment.

A short Ordinance will be introduced for removing doubts which have arisen as to the validity of the registration of births, marriages, and deaths in the district of Eravur in the Eastern Province, since the 1st of February, 1879.

I am in hopes that it may be possible to ask your consideration of a measure having for its object the abatement of the prevalence of cattle disease.

I shall also, in due course, invite you to consider a few other Ordinances, including one for the amendment of the Municipal Councils' Ordinance, and another for the incorporation of the Public Service Mutual Provident Association.

The Estimates of 1891 are ready, and will be at once placed before you. I trust that you will find that these Estimates provide for the increasing requirements of the Public Service, as completely as a due regard to the means at the disposal of the Government permits. The need for more extensive and more suitable accommodation for the Postal and Telegraph Departments than at present exists has long been felt, and has been prominently brought to my notice. You will be asked to provide a sufficient sum to defray the cost of the early stages of this important work. Plans and estimates of the proposed building will be put before you. Their preparation has been delayed pending a decision as to the most suitable site for the building.

In framing the estimates of expenditure on Public Works, the policy which has dictated the action of this Government for many years past has been studiously pursued. You will be asked to devote all available resources to the continued spread of institutions having for their purpose the amelioration of the condition of the people, and to the further extension and improvement of the means of communication.

I beg to express my earnest hope that you will, by a continuance of the liberal grants which you have made in past years, enable me to press on the great and beneficent work of Irrigation. You will learn from the Estimates of 1891 that it is not contemplated to enter during that year on any new work of the "giant" class. You will be asked to make provision for the advancement of one such work, known as the Deduru-oya project, the utility of which has been shown to your satisfaction, and the plans and estimates of which have been approved by you. For the further continuance of the construction of the Madurukeṭiya, or Kumbukan-ár, anicut and channel, and for the completion of the Walawé-gaṅga irrigation works, both of which may be classed as works of secondary magnitude, you will be invited to supply the necessary means. The usefulness of these works has, I understand, been established beyond doubt. Plans, estimates of costs, and full particulars of information with respect to two new works of the medium class, the restoration of the Tumpankéni tank in the Eastern Province, and the Uggalkaltota irrigation scheme, will be placed before you, and you will be asked to consider the advisability of providing means for their construction.

The restoration and maintenance of small irrigation works, such as village tanks, the need for which is actually felt by existing population, and the advantage of which will be certain and immediate, will prominently occupy the attention of the Central and Provincial Irrigation Boards, and will absorb a large proportion of the funds at their disposal.

You will observe, on examining the Draft Estimates for 1891, that I have, under the head of Military Contribution, proposed a grant of Rs. 750,000. Her Majesty's Government have still under consideration the Memorial adopted by this Council on the 1st of May last, and I am given to understand that it will not be possible to arrive at any final decision till after the lapse of several weeks from the present time. Meanwhile, it appears to me that in view of all that has passed relative to this subject, and more particularly in view of the admission to be found in your Memorial of May last, to the effect that the contribution may be equitably increased by such portion of the additional cost of efficiently manning the forts in Colombo by means of an augmentation of the force of Royal Artillery as may, after fair inquiry, be determined, it would be indiscreet and illogical not to be prepared to meet a somewhat increased expenditure under this head. The sum which I have suggested would, after providing the amount of Rs. 516,000, the estimated cost of the force required for local purposes, leave the sum of Rs. 234,000 as a contribution towards the cost of the forces kept in the Colony for the purpose of efficiently manning the fortifications of Colombo.

I am disposed to think that the increased payment which I suggest should fully meet the claims of the Imperial Government, and that it would be usefully incurred by the Colony in order to secure a final settlement of this long-pending and vexatious question.

HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL,

I enter with you upon the business of the session with an earnest trust that it may be granted to us to have a right judgment in all things.

2. His Excellency the Governor having retired, the chair was taken by His Excellency Major-General W. G. D. Massy, C.B.

MESSAGE.

3. The Colonial Secretary brought up and read to the Council the following Message from His Excellency the Governor, and announced that he would at the next Meeting of Council move the first reading of the Supply Bill, 1891 :—

THE Governor has directed the Estimates of Revenue and Expenditure for the year 1891 to be laid before the Legislative Council.

The estimate of revenue for the current year, as well as may be judged from the receipts of the first eight months and from the immediate prospects, will be fully realised. Notwithstanding the expectation that, for the first time since the year 1886, there will be no Pearl Fishery, the moderate elasticity of the revenue under several heads, and the substantial expected increase of Rs. 300,000 to the Railway receipts, have justified a total estimate of revenue for the coming year of Rs. 15,469,000, being Rs. 193,000 in excess of that for 1890. While the Customs and Land Revenue, of the more important heads, would appear to promise no material additions, there are encouraging increases under Licenses, Stamps, Postal, and other items, indicating an improving general prosperity.

The Estimates of Expenditure amount to Rs. 15,428,494, being Rs. 167,417 in excess of the total of those for the current year, and Rs. 40,506 less than the estimated revenue for 1891.

The Governor regrets that the provision for Establishments should still continue to increase, but the apparently large addition of Rs. 80,973 is explained as follows.

In the Secretariat, the number of Cadets who will probably have passed their examination and will be entitled to the higher pay of Rs. 3,500, will require Rs. 2,000; and provision of Rs. 11,080 has been made for the Acting Cadets, native gentlemen who have been employed for some time and whose pay has usually been provided on the Supplementary Estimate. In the Audit Office, the office of Assistant Auditor-General has, with the sanction of the Secretary of State, been raised to the 4th class of the Civil Service, carrying an increase of salary of Rs. 500.

In the Central Province, the late Governor desired to create the office of Dissáwe over the whole of the Mátalé District, and to transfer the Adigar, who was Dissáwe of Tamankaduwa, to the charge of Mátalé on the salary he drew of Rs. 2,000. The Governor wishes to give a trial to the desired arrangement, and has included provision for the salary in order to give effect to it. An Agricultural Instructor for the experimental gardens at Nildandahéna has been supplied for six months at the urgent request of the Assistant Government Agent.

In Uva, there are additions of Rs. 860 to the salaries of some of the clerks, to bring them up to the rates of those in other head kachchéries. In Sabaragamuwa, there is a like increase of the salary of the chief clerk.

In the Public Works Department, there is an increase of Rs. 1,000 to the Factory Engineer, who has held the office with credit and satisfaction for twelve years, and on his present salary since 1880, and who has for some time lost certain remuneration which he enjoyed for private work when he was first appointed. The plan of supplying one Provincial Engineer each year with a Draughtsman at Rs. 600 has been continued, and a clerk at Rs. 350 has been also added to the departmental staff.

In the Customs, the Governor has proposed to restore the salary of the Principal Collector, who has again taken his seat in the Council, to the rate which the holder of this office drew before its temporary union with that of Treasurer in 1882. On a re-arrangement of the Treasurer's duties in 1884, and in pursuance of the recommendation of the Sub-Committee on the Supply Ordinance in that year, this office was re-established as a separate one on the reduced salary of Rs. 12,000. The Governor understands that other heads of principal Departments, one of whom has also a seat in the Council, have recently received like consideration, and that Unofficial Members have, in connection with the Estimates of a previous year, expressed themselves in favour of the proposal, to which His Excellency has now much pleasure in giving effect.

In the Post Office, an increase of Rs. 1,000 is asked for the present Assistant Postmaster-General, who has held the office for eighteen years, and at the present rate of pay since 1883, and who recently made a strong and repeated application for overtime allowance on the ground of the arduous character of his duties, which required night attendance at the Post Office after a full day's work. The remainder of the increase of Rs. 9,830 in the Postal and Telegraph Establishment is made up to a small extent by increments earned by clerks, and chiefly by the necessity for officers at new stations opened.

In the Grain Commission there is a decrease of Rs. 8,000, as only one officer will continue to be so employed in 1891.

When the present Director of Botanic Gardens was appointed in 1880 the Secretary of State felt obliged to refuse an application which he made for special consideration in connection with his previous service and his pension rights, but His Lordship expressed the opinion that after a time Dr. Trimen's case might be met by a moderate increase of salary. The Director having recently made application for the improvement of the pecuniary position of his office to that of like scientific posts in other Colonies, the Governor has acceded to his request by placing on the Estimates an addition to his salary of Rs. 1,000. There is also included the personal allowance of Rs. 500 given to the Superintendent of Hakgala by the special vote of Council.

The increase of Rs. 4,500 in the Attorney-General's Department is to grant to four of the Crown Counsel, and to the Office Assistant, who are in receipt of quite inadequate remuneration, temporary allowances, until a proposed re-organisation of the Department with fewer officers and increased salaries can be brought into operation. An addition to the Courts of Requests and Police Courts is due to the supplementary amount which is necessary in the case of five acting officers, to bring their remuneration up to the usual minimum of Rs. 3,000 a year. An amount of Rs. 2,000 is provided to meet deficiencies in the funds of Village Tribunals to meet the pay of their officers. The intention was that these tribunals should be self-supporting by means of their own fines and fees, but some of them have proved not to be so, and provision has been made occasionally in the Supply Ordinances to cover advances to meet their expenses. It is obviously undesirable that such officers should either be left without their pay or be under the inducement to secure it by procuring fines and fees. All the particulars will be found in the annual return relating to Village Tribunals laid before the Council.

The increase of Rs. 2,894 to the Establishment of Public Instruction is due to an additional number of primary teachers, and to small additions to pay in a few cases. In the Medical Department, two Sub-Assistant Colonial Surgeons have been added, with increments to others; the number

and pay of vaccinators has been slightly increased, a clerk and three packers have been given to the Medical Stores, and the provision for remuneration to private medical practitioners has been increased by Rs. 2,000. The cost of the slightly larger provision for the Police will be reimbursed, and the increase under the head of Prisons is due to increments earned. It has been found necessary to allow an additional clerk to the Colonial Store.

The addition to the Railway Establishment is Rs. 19,104, and with the exception of an increase of Rs. 1,200, which the Engineer of Way and Works has earned by his length of service and by the character of his work, the several items are necessitated by the growing traffic and work.

In the Harbour Establishment, it was found necessary to raise the pay of the Engineers of the two Harbour steamers on the termination of their late agreements, to employ an Assistant at Rs. 1,200 on the dredger, and to provide the Master Attendant with ten additional boatmen at a cost of Rs. 1,800, to cope with the greater amount of shipping calling at the port. The sum of Rs. 8,000 is required for the crew and stores of the steam launch which has been ordered for the pilot service at the recommendation of the Chamber of Commerce, and on the complaint of some masters of steamers of delay in being boarded from the rowing boats now in use.

In the Forest Department, one Forester, thirteen watchers or river patrols, and three clerks have been added to the staff, at a net additional cost of Rs. 2,597, after making a deduction from the expenses for the School of Forestry at Dehra Dun.

The decrease of Rs. 98,820 in Pensions is due, to the extent of Rs. 92,200, to the higher rate of exchange on those payable at home, while last year's slight decrease of the list has been continued by a sum of Rs. 6,420. The reduction of Rs. 36,300 in the provision for Revenue Services is owing mainly to the expectation that there will be no Pearl Fishery in 1891; and in the increase of Rs. 6,717 in the vote for Administration of Justice there is an item of Rs. 1,500 for the remuneration of Law Lecturers under the Courts' Ordinance, 1889, as well as some necessary addition for the transport of magisterial officers and for inquests.

The Governor feels sure that his satisfaction in being able to increase the vote for Education by Rs. 17,600, for grants-in-aid and other smaller payments by results, will be generally shared. It is a matter for regret that the decision of the Gilchrist Trustees has disappointed the Director of Public Instruction in the arrangements which he contemplated for affording some technical training, and in pursuance of which he had proposed to provide for a Lecturer. The subject is still under consideration.

The increased expenditure of Rs. 90,743 in Hospitals and Sanitation is another addition which no one will regret. It will enable the Government to take over as a public charge the parangi hospitals at Matugama and Balangoda, which the late Governor had constructed and maintained at his own cost; to provide for the expenses of the Jubilee Hospital at Balapitiya; to extend the accommodation and means of treatment, to a limited degree at the district hospitals, and to a larger extent in the civil hospitals throughout the Island; and to open about seventeen new dispensaries in different places. The proposed Medical Wants' Ordinance may affect this item of expenditure, but no change has been made in the provision in anticipation of legislation on the subject.

A comparatively small increase of Rs. 10,223 in the vote for the Postal and Telegraph Services will permit of some additional facilities of communication by post and wire being afforded in different directions.

The sum which it is proposed to entrust to the Public Works Department for expenditure in 1891 is slightly in excess of the provision for the current year, which itself was happily a more liberal one than circumstances had allowed for some years previous. It is gratifying to the Governor to be able to propose means for the commencement of a General Post Office for Colombo; for the construction of a new Civil Hospital at Anurádhapura, instead of the one in the present long-condemned site; for a District Hospital with 50 beds at Náwalapitiya, which has now become a centre of a large force of settled cooly labour; for considerable additions to the Leper Asylum; for the extension of telegraphic communication to Agras, Maskeliya, Point Pedro, and Kankésanturai, as well as for other minor, but important and urgent, requirements in Works and Buildings. Of Roads, it is proposed to complete in the coming year as a principal road, and at a cost of Rs. 104,400, the important line of communication between Attanagala in the Western Province and Ruanwella in Sabaragamuwa, as well as the bridge over the Attanagala-oya, leaving the other requisite bridge to be provided in 1892. Two items of Rs. 10,000 each are submitted for opening up as a natural road 20 out of the 37 miles between Múpane in the Province of Uva and Potuvil in the Eastern Province, a work which has been long urged on the Government by the Agents of both Provinces, and which will be commenced at the same time at the two ends. The metalling of the North road, which has now been completed as far as Tiripané, will be prosecuted in the Northern as well as the North-Central Province, if the provision of Rs. 30,000 which has been asked for is voted. It is proposed to continue the extensions of the coast roads north and south of Batticaloa, and important and substantial improvements which had been commenced on other roads of the Island. An addition of 76 miles has been made to the length of principal roads, which will then reach a total of 3,234 miles, and an increase of Rs. 57,790 has been made in the provision for their ordinary and necessary repairs. It is not intended to build any important or expensive bridge except the one to which reference has already been made, and the Governor has already alluded to the irrigation works in the address on opening the session of Council. The provision for the Departmental expenses is larger by Rs. 18,830, but this is due partly to the increased quantity of work, and it is hoped that the supplementary provision of the two past years will be avoided. Under the Miscellaneous subhead there are two items, amounting to Rs. 20,000, for meeting accidental and unforeseen casualties and for improvements to roads. Hitherto, when accidents have occurred, the maintenance estimates are so closely and narrowly prepared that they do not admit of any expenditure outside of what is most ordinary and necessary, and the result has been that an unauthorised appropriation of money is made, with a corresponding increase of the Supplementary Estimates. If this provision should be passed, it will be made as incumbent on the Director of Public Works to satisfy the Governor of the necessity of the application of any part of the provision, as it is now, before any special services are placed on the Estimates.

The general Miscellaneous Services necessarily vary in their character and amount, with a natural tendency to rise in amount. The increase of Rs. 90,523 in 1891 is more than accounted for by that portion of the expenses of the Census which will fall within that year, the total cost of the proposed enumeration of the people having been estimated at Rs. 124,727, as against an expenditure of Rs. 107,314 on the last occasion in 1881. The expenses of the Grain Commission have been reduced by Rs. 14,710, on account of the already expressed intention in any case to continue the employment

of no more than one Commissioner. A small provision of Rs. 2,000 has been put down for the promotion of fish supply as food for the people, in which direction it is hoped that some practical and effective steps may be taken at the instance of those who have given attention to the subject. The Council is also invited to consider the question of carrying out, at a cost of Rs. 4,800, a long entertained intention of photo-lithographing the drawings and printing the descriptions by Mr. Smither, formerly the Government Architect, of ancient structures at Anurádhapura, which are now again becoming of especial interest in connection with the archæological researches of Mr. Bell at that place.

The rise in the value of the rupee has permitted a reduction of Rs. 154,059 to be made in the amount required for interest on Harbour and Waterworks Loan payable in England, and the like cause has obviated the necessity for a considerable increase in the vote to cover Loss on Exchange. It may here be mentioned that, acting on the advice of those most competent to form a correct prediction on the point, the value of the rupee has been calculated throughout these Estimates at 1*s.* 8*d.*, instead of 1*s.* 4*d.*, as in the Estimates of the current year; and that at this higher rate the diminished loss on Interest, Pensions, and other expenses which have to be met in England exceeds Rs. 454,000, and has largely enabled the Government to meet the claims of the coming year. Should, however, the rupee fall again in value, as unexpectedly and as rapidly as it has recently risen, a considerable curtailment of public expenditure will be inevitable.

The circumstances of the increase by Rs. 150,000 of the provision for the Military Contribution to the Imperial Government have already been made known to the Council. A further amount of Rs. 50,000 is set apart on account of the vote of £24,000 under the Council's resolution of January, 1887, for the fortifications, the completion of which awaits the arrival of the guns. The amount of Rs. 102,750 which was voted last year for the additional battery at the root of the Breakwater has not been spent, owing to the unwillingness of the Colonial Government to surrender the whole of this water-side site, and to other objections which are receiving consideration. Pending their settlement and the adoption of an alternative site and scheme of defence, it is proposed to re-vote the same amount. The sum asked for the Volunteers is less than that in this year, which was increased to meet the cost of the new rifle; but it includes an amount to bring up the pay and allowances of the Adjutant to those of a Captain serving in the Colony though not an Adjutant.

The provision for the various descriptions of refunds which have to be made under law, which has been proposed at Rs. 60,000 for some years, has invariably proved insufficient, and has necessitated supplementary votes. It has now been raised to Rs. 75,000 to avoid that recourse.

Under Immigration, the principal increase is an item of Rs. 10,800 for a fifth ship, which it has been found necessary to charter for the regular conveyance of cooly labourers between the Indian coast and Mannár. The pay of the Superintendent has been restored towards its former rate in fulfilment of an expectation long held out to the present deserving and efficient holder of the office.

In Railway Services, the provision for Interest is less by Rs. 191,750, owing to the rise in exchange. Those for Working Expenses and for New Works have been increased by Rs. 50,120 and Rs. 65,842, respectively, still leaving unsupplied many conveniences which the Governor would wish to see supplied for the accommodation and comfort of those using the Railway.

An item of Rs. 30,000 has been inserted among the Forest Services to provide for the reservation and cultivation of plantations for the supply of fuel to the Railway. The difficulty and expense of obtaining such supply in the upper part of the line is becoming considerable, and the scheme which is in contemplation is one that has been suggested by the Government Agent of the Central Province and the Chief Conservator. The new item of Rs. 1,000 for rent is a payment under a lease to the Government for ninety-nine years of the forests in certain private lands in Sabaragamuwa, the long-standing claims to which have only recently been admitted and settled. The occupation and control of these forests is important in connection with the large watershed which they affect. The travelling expenses of a Forest Settlement Officer are provided in the hope that it may be found practicable to effect some of these settlements in the course of the year.

Under Colombo Harbour provision of Rs. 15,000 is made for the purchase of the steam launch to which reference has already been made. Increased provision is made for dredging operations, and some smaller services connected with the Customs buildings are provided for.

Address in Reply to His Excellency the Governor's Speech.

4. On the motion of the Colonial Secretary, seconded by the Attorney-General, a Committee consisting of the Auditor-General, the Treasurer, the Government Agent Western Province, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, and the Hon. A. de A. Seneviratna, was appointed to draft the reply of the Council to the Address of His Excellency the Governor.

Bills.

5. On the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance for continuing the Ordinance No. 5 of 1885, intituled 'An Ordinance to ensure the supervision and safe transit of Goods, Produce, and Merchandise from one part of this Island to another,'" was read a first time. The second reading was fixed for the next meeting of Council.

6. On the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance to amend the Law relating to Notaries" was read a first time. The second reading was fixed for the next meeting of Council.

7. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to confirm the validity of the Registration of certain Marriages, Births, and Deaths in the District of Eravur in the Eastern Province" was read a first time. The second reading was fixed for the next meeting of Council.

8. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to remove doubts as to the places in which Police Courts may be holden" was read a first time. The second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Ceylon Penal Code'" was read a first time. The second reading was fixed for the next meeting of Council.

10. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Chanks" was read a first time. The second reading was fixed for the next meeting of Council.

11. On the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance to provide for the Medical Wants of Labourers in this Island" was read a first time.

ADJOURNMENT.

12. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, October 22, 1890, at 2.30 o'clock P.M.

Wednesday, October 22, 1890.

PRESENT:

His Excellency Major-General W. G. D. MASSY, C.B., in the Chair.

The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Major-General took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

COMMITTEE.

3. The Auditor-General brought up the report of the Sub-Committee appointed to consider and draft the Reply of the Council to His Excellency the Governor's Opening Address, and moved that it be read by the Clerk; and it was read accordingly. On the motion of the Auditor-General, seconded by the Treasurer, the Reply as drafted was agreed to. The Council adjourned to await the arrival of His Excellency.

4. His Excellency the Governor having arrived, took the Chair.

5. His Excellency the Major-General read the following Address of the Council in reply to the Speech of His Excellency the Governor:—

MAY IT PLEASE YOUR EXCELLENCY,

THE Legislative Council are indebted to Your Excellency for the efforts which you have made since your arrival to make yourself acquainted with the requirements of the Colony and the details of the important measures which await the decision of the Government and of the Legislature. They share Your Excellency's satisfaction at the continuance of the prosperity of the Colony, and at the prospect of the estimate of the revenue of the year being fully realised.

The Council are pleased to learn that action on the report of the Select Committee on the Grain Tax Ordinance will not be long delayed, and in the event of such action entailing loss on the general revenue they will be ready, if necessary, to co-operate in devising means to supply the deficiency. They are also glad to note that there is an early prospect of relief being afforded to those now liable to payment of tax on dry grain.

The Council regret the unsatisfactory state of public health during 1889, and they gladly recognise the services rendered by the Medical Department in dealing with the two outbreaks of cholera which have visited the Island during the present year.

The interest which Your Excellency has evinced in the Volunteer Force will act as an incentive to the members of it to maintain that efficiency which has been favourably noticed by Your Excellency and the Major-General Commanding.

The colonisation of waste lands is acknowledged to be a question beset with much difficulty, and the Council will be glad to consider any scheme put forward by the Government for satisfactorily dealing with it.

It is gratifying to note the manifest interest which Your Excellency takes in Railway Extension. The Council are fully alive to the desirability of judiciously extending railway communication with a view to developing the resources of the country, and they consider that such funds as may be necessary for the purpose should in all cases be raised by loans, and not provided from general revenue.

The Council will give their careful consideration to such Ordinances as may be submitted to them, and they acknowledge with satisfaction the early publication of the Drafts which have already been gazetted.

The Council will consider with attention the Estimates for 1891. As regards the sum of Rs. 750,000 which has been inserted in the Draft Estimates on account of Military Contribution, the Council take this the earliest opportunity of expressing their emphatic opinion that this amount is the very highest that the Colony can afford or can equitably be called upon to contribute, and they are glad to find that Your Excellency concurs in the opinion which is generally felt throughout the Colony, that the largely increased payment which is suggested should fully meet the claims of the Imperial Government. The Unofficial Members desire to add that they can consent to consider the propriety of voting so large a sum as Rs. 750,000 for the purpose, only on the understanding that, as anticipated by Your Excellency, a final settlement of this question will thereby be secured.

The Council unite in deploring the death of Mr. Ravenscroft and in Your Excellency's [redacted] of regret at the loss of his valuable services to the Council and the Colony.

6. His Excellency the Governor replied as follows :—

HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL,

I THANK you for your Address. I feel sure that I may rely with confidence on the faithful discharge of your duties during the present session.

MOTIONS.

7. The Hon. T. B. Panabokke, pursuant to notice, moved for Papers relating to the steps taken by the Director of Public Instruction for encouraging the existing system of Pansala Schools. The Hon. A. de A. Seneviratna seconded. The Colonial Secretary replied, and the motion was withdrawn.

8. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891" was read a first time. The second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to the carrying and wearing of Knives" was read a first time. The second reading was fixed for the next meeting of Council.

10. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance relating to the giving of Security by Public Officers of the Crown in Ceylon" was read a first time. The second reading was fixed for the next meeting of Council.

11. In the absence of the Surveyor-General, the motions standing in his name for the first reading of the Bills intituled "An Ordinance to establish a Volunteer Reserve" and "An Ordinance relating to Volunteers" were by leave of Council postponed.

12. On the motion of the Major-General, seconded by the Attorney-General, the Bill intituled "An Ordinance relating to Fortifications and Official Secrets" was read a first time. The second reading was fixed for the next meeting of Council.

13. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883,'" was read a first time. The second reading was fixed for the next meeting of Council.

BILLS.

14. On the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance for continuing the Ordinance No. 5 of 1885, intituled 'An Ordinance to ensure the supervision and safe transit of Goods, Produce, and Merchandise from one part of this Island to another,'" was read a second time, and the Council went into Committee. The Colonial Secretary having reported the Bill as having passed through Committee unamended, it was, on the motion of the Colonial Secretary, seconded by the Attorney-General, ordered to be referred to the Law Officers of the Crown for report.

15. On the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance to amend the Law relating to Notaries" was read a second time, and the Council went into Committee. The Colonial Secretary having reported the Bill as amended in Committee, on the motion of the Colonial Secretary, seconded by the Attorney-General, it was ordered to be referred to the Law Officers of the Crown for report.

16. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to confirm the validity of the Registration of certain Marriages, Births, and Deaths in the District of Eravur, in the Eastern Province," was read a second time, and the Council went into Committee. The Attorney-General having reported the Bill as having passed through Committee unamended, it was, on the motion of the Attorney-General, seconded by the Colonial Secretary, ordered to be referred to the Law Officers of the Crown for report.

17. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to remove doubts as to the places in which Police Courts may be holden" was read a second time, and the Council went into Committee. The Attorney-General having reported the Bill as having passed through Committee unamended, it was, on the motion of the Attorney-General, seconded by the Colonial Secretary, ordered to be referred to the Law Officers of the Crown for report.

18. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Ceylon Penal Code'" was read a second time, and the Council went into Committee. The Attorney-General having reported the Bill as having passed through Committee unamended, it was, on the motion of the Attorney-General, seconded by the Colonial Secretary, ordered to be referred to the Law Officers of the Crown for report.

19. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Chanks" was read a second time, and the Council went into Committee. On the motion of the Attorney-General, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Attorney-General, the Auditor-General, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, and the Hon. A. de A. Seneviratna.

ADJOURNMENT.

20. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, October 29, 1890, at 2.30 o'clock P.M.

Wednesday, October 29, 1890.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. A. DE A. SENEVIRATNA.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1 The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

MOTIONS.

3. On the motion of the Colonial Secretary, seconded by the Attorney-General, it was resolved that a Toll be established on the land Galwelawatta, at or within fifty yards (southwards) of the junction of the Akmimana minor road with the Udugama principal road.

4. On the motion of the Major-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to establish a Volunteer Reserve" was read a first time. The second reading was fixed for the next meeting of Council.

5. On the motion of the Major-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Volunteers" was read a first time. The second reading was fixed for the next meeting of Council.

BILLS.

6. The Clerk of the Council having read the report of the Law Officers of the Crown, dated October 28, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance to ensure the supervision and safe transit of Goods, Produce, and Merchandise from one part of this Island to another" was read a third time and passed.

7. The Clerk of the Council having read the report of the Law Officers of the Crown, dated October 28, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance to amend the Law relating to Notaries" was read a third time and passed.

8. The Clerk of the Council having read the report of the Law Officers of the Crown, dated October 28, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to confirm the validity of the Registration of certain Marriages, Births, and Deaths in the District of Eravur, in the Eastern Province," was read a third time and passed.

9. The Clerk of the Council having read the report of the Law Officers of the Crown, dated October 28, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to remove doubts as to the places in which Police Courts may be holden" was read a third time and passed.

10. The Clerk of the Council having read the report of the Law Officers of the Crown, dated October 28, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Ceylon Penal Code'" was read a third time and passed.

11. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891" was read a second time, and the Council went into Committee thereon.

On the motion of the Colonial Secretary, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Auditor-General, the Treasurer, the Government Agent Western Province, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, the Hon. T. N. Christie, and the Hon. A. de A. Seneviratna.

12. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to the carrying and wearing of Knives" was read a second time, and the Council went into Committee thereon.

On the motion of the Attorney-General, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Attorney-General, the Auditor-General, the Treasurer, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, the Hon. A. de A. Seneviratna, and the Hon. T. B. Panabokke.

13. On the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance relating to the giving of Security by Public Officers of the Crown" was read a second time, and the Council went into Committee thereon.

The Colonial Secretary having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

14. On the motion of the Major-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Fortifications and Official Secrets" was read a second time, and the Council went into Committee thereon.

The Major-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

15. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883,'" was read a second time, and the Council went into Committee thereon.

On the motion of the Attorney-General, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Attorney-General, the Auditor-General, the Treasurer, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, the Hon. A. de A. Seneviratna, and the Hon. T. B. Panabokke.

16. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, November 5, 1890, at 2.30 o'clock P.M.

Wednesday, November 5, 1890.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon A. DE A. SENEVIRATNA.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPER.

3. The Colonial Secretary laid on the table the following Paper:—

Sessional Paper XLV. of 1890.—Revised Code for Aided Schools, 1891.

REPORT OF SELECT COMMITTEE.

4. The Major-General brought up the report of the Select Committee to consider the means which should be taken to prevent the continued diminution of the attractions of Nuwara Eliya as a health resort, and moved that it be read by the Clerk of the Council; and it was read accordingly. Notice was given that at the next meeting of Council the Major-General would move the adoption of the report.

MOTION.

5. The Hon. T. N. Christie moved for a return showing the periods from March 1, 1888, to September 30, 1890, during which the water in Kalávewa has been above spill-level.

The Colonial Secretary replied, and laid on the table the return asked for.

BILLS.

6. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 4, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Colonial Secretary, seconded by the Attorney-General, the Bill intituled "An Ordinance relating to the giving of Security by Public Officers of the Crown in Ceylon" was read a third time and passed.

7. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 4, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Major-General, seconded by the Attorney-General, the Bill intituled "An Ordinance relating to Fortifications and Official Secrets" was read a third time and passed.

8. On the motion of the Major-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to establish a Volunteer Reserve" was read a second time, and the Council went into Committee thereon.

The Major-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

9. On the motion of the Major-General, seconded by the Auditor-General, the Bill intituled "An Ordinance relating to Volunteers" was read a second time, and the Council went into Committee thereon.

The Major-General having reported the Bill as having passed through Committee unamended, it was ordered to be referred to the Law Officers of the Crown for report.

10. The second reading of the Bill intituled "An Ordinance to provide for the Medical Wants of Labourers in this Island" was moved by the Colonial Secretary and seconded by the Attorney-General. The Bill was subsequently withdrawn.

11. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, November 12, 1890, at 2.30 o'clock P.M.

Wednesday, November 12, 1890.

PRESENT :

His Excellency SIR A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPER.

3. The Colonial Secretary laid on the table the following Paper :—

Statement of Expenditure incurred upon the Haputalé Railway up to September 30, 1890.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances :—

No. 9 of 1890.—"An Ordinance for continuing the Ordinance No. 5 of 1885, intituled 'An Ordinance to ensure the supervision and safe transit of Goods, Produce, and Merchandise from one part of this Island to another.'"

No. 10 of 1890.—"An Ordinance to amend the Law relating to Notaries."

No. 11 of 1890.—"An Ordinance to confirm the validity of the Registration of certain Marriages, Births, and Deaths in the District of Eravur, in the Eastern Province."

No. 12 of 1890.—"An Ordinance to remove doubts as to the places in which Police Courts may be holden."

No. 13 of 1890.—"An Ordinance to amend 'The Ceylon Penal Code.'"

No. 14 of 1890.—"An Ordinance relating to the giving of Security by Public Officers of the Crown in Ceylon."

No. 15 of 1890.—"An Ordinance relating to Fortifications and Official Secrets."

NOTICE OF MOTION.

5. The Colonial Secretary gave notice that he would at a sitting of Council, not less than one month from the date of notice, move that a Ferry Toll be established at Lunuwila over the Gin-oya, in the Chilaw district.

MOTION.

6. On the motion of the Colonial Secretary, seconded by the Attorney-General, the name of the Hon. J. J. Grinlinton was, with the permission of the Council, added to the Sub-Committee on the Supply Bill for 1891.

NOTICES OF MOTIONS.

7. The Hon. A. de A. Seneviratna gave notice that he would at the next sitting of Council move that the Government be requested to instruct the Police to take action under Ordinance No 5 of 1889 for the closing of the brothels in Sea-beach road.

8. The Hon. W. W. Mitchell gave notice that he would at the next sitting of Council move for a return of Wrecks that have taken place on the shores of Ceylon during the past fifty years.

9. The Hon. P. Rámanáthan gave notice that he would at the next sitting of Council move for a return showing the quantity of Dry Grain raised in the Northern Province, and the revenue collected thereon as tythe during the past ten years.

MOTIONS.

10. On the motion of the Major-General, seconded by the Hon. P. D. Anthonisz, the report of the Select Committee, suggesting the means which should be taken to prevent the continued diminution of the attractions of Nuwara Eliya as a health resort, was adopted.

11. The Hon. P. Rámanáthan, seconded by the Hon. A. de A. Seneviratna, moved for papers relating to the condition of the villages at Karachchi (Northern Province), and the distribution of seed paddy among them this year. The Colonial Secretary replied, and laid on the table a telegram from the Government Agent, Northern Province.

12. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to repeal 'The Gemming Ordinance, 1882,'" was read a first time.

13. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to provide for the Naturalization of Aliens" was read a first time.

BILLS.

14. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 7, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Major-General, seconded by the Attorney-General, the Bill intituled "An Ordinance to establish a Volunteer Reserve" was read a third time and passed.

15. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 7, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Major-General, seconded by the Attorney-General, the Bill intituled "An Ordinance relating to Volunteers" was read a third time and passed.

16. The Colonial Secretary brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance relating to Chanks," and moved that it be taken as read.

The Colonial Secretary having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

17. The Colonial Secretary brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance relating to the carrying and wearing of Knives," and moved that it be taken as read.

The Colonial Secretary having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

ADJOURNMENT.

18. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, November 19, 1890, at 2.30 o'clock P.M.

Wednesday, November 19, 1890.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPERS.

3. The Colonial Secretary laid on the table the following Papers:—

Letter from the Government Agent, Jaffna, No. 423 of November 8, 1890, on the subject of Seed Paddy, referred to in telegram laid on the table at the last Meeting of Council in reply to the motion of the Hon. P. Rámanáthan.

Administration Reports, 1889, Part I., REVENUE:—Report on the Municipality of Colombo.

Administration Reports, 1889, Part IV., MISCELLANEOUS:—Report on the Government Printing Office.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances:—

Ordinance No. 16 of 1890.—"An Ordinance to establish a Volunteer Reserve."
Ordinance No. 17 of 1890.—"An Ordinance relating to Volunteers."

NOTICE OF MOTION.

5. The Hon. P. D. Anthonisz gave notice that he would at the next sitting of Council move—

(1) For papers containing suggestions made by the Master Attendant of Galle for the improvement of Galle Harbour.

(2) That steps be taken to remove the sunken ship Liburnian and other wrecks in Galle Harbour, and also the two rocks at the entrance of this Harbour, one being the Mattamada rock, on which the ss. Rothesay was wrecked.

(3) That His Excellency the Major-General may be kindly requested to allow the services of the Submarine Miners belonging to the Royal Engineer's Department for the work.

MOTIONS.

6. The Hon. A. de A. Seneviratna, pursuant to notice, moved, seconded by the Hon. W. W. Mitchell, that Government be requested to instruct the Police to take action under Ordinance No. 5 of 1889 for the closing of the brothels in Seabeach road. The Colonial Secretary replied. On the motion being put to the Council a division was taken, with the following result :—

Ayes.	*Noes.*
The Hon. M. C. Abdul Rahiman.	The Principal Collector of Customs.
The Hon. T. B. Panabokke.	The Government Agent, Central Province.
The Hon. J. J. Grinlinton.	The Government Agent, Western Province.
The Hon. A. de A. Seneviratna.	The Treasurer.
The Hon. T. N. Christie.	The Auditor-General.
The Hon. W. W. Mitchell.	The Attorney-General.
The Hon P. D. Anthonisz.	The Colonial Secretary.
The Hon. P. Rámanáthan.	The Major-General.
	His Excellency the Governor.

Ayes, 8 ; Noes, 9 ; Majority, 1. The motion was accordingly lost.

7. The Hon. W. W. Mitchell, pursuant to notice, moved for a return of wrecks that have taken place on the shores of Ceylon during the past fifty years. Seconded by the Hon. P. Rámanáthan. Motion agreed to.

8. The Hon. P. Rámanáthan, by leave of Council, postponed the motion standing in his name for a fortnight.

9. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887,'" was read a first time. The second reading was fixed for the next meeting of Council.

10. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance relating to Local Boards" was read a first time. The second reading was fixed for the next meeting of Council.

BILLS.

11. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to repeal 'The Gemming Ordinance, 1882,'" was read a second time, and the Council went into Committee. The Attorney-General having reported the Bill as having passed through Committee unamended, it was ordered to be referred to the Law Officers of the Crown for report.

12. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to provide for the Naturalization of Aliens" was read a second time, and the Council went into Committee. The Attorney-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

13. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 17, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Chanks" was read a third time and passed.

14. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 17, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to the wearing and carrying of Knives" was read a third time and passed.

15. In Committee, the Attorney-General, by leave of Council, postponed bringing up the report of the Sub-Committee of the Council appointed to report upon the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883.'"

ADJOURNMENT.

16. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, November 26, 1890, at 2.30 o'clock P.M.

Wednesday, November 26, 1890.

PRESENT :

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D MASSY, C.B.	The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. Sir E. NOEL WALKER, K.C.M.G.	The Hon. P. D. ANTHONISZ, M.D.
The Hon. S. GRENIER.	The Hon. W. W. MITCHELL.
The Hon. G. T. M. O'BRIEN, C.M.G.	The Hon. A. DE A. SENEVIRATNA.
The Hon. F. R. SAUNDERS, C.M.G.	The Hon. J. J. GRINLINTON.
The Hon. A. R. DAWSON.	The Hon. T. B. PANABOKKE.
The Hon. R. W. D. MOIR.	The Hon. M. C. ABDUL RAHIMAN.
The Hon. G. S. WILLIAMS.	

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

ASSENT TO BILL.

3. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinance :—

Ordinance No. 18 of 1890.—" An Ordinance relating to Chanks."

MOTIONS.

4. The Hon. P. D. Anthonisz, pursuant to notice, moved, seconded by the Hon. T. B. Panabokke—

(1) For papers containing suggestions made by the Master Attendant of Galle for the improvement of Galle Harbour.

(2) That steps be taken to remove the sunken ship Liburnian and other wrecks in Galle Harbour, and also the two rocks at the entrance of this Harbour, one being the Mattamada rock, on which the ss. Rothesay was wrecked.

(3) That His Excellency the Major-General may be kindly requested to allow the services of the Submarine Miners belonging to the Royal Engineer's Department for the work.

The Colonial Secretary replied, and the motion was not pursued.

5. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890" was read a first time. The second reading was fixed for the next meeting of Council.

6. On the motion of the Auditor-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the year 1889" was read a first time. The second reading was fixed for the next meeting of Council.

7. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Prisons" was read a first time. The second reading was fixed for the next meeting of Council.

BILLS.

8. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 24, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to repeal 'The Gemming Ordinance, 1882,'" was read a third time and passed.

9. The Clerk of the Council having read the report of the Law Officers of the Crown, dated November 24, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to provide for the Naturalization of Aliens" was read a third time and passed.

10. The Attorney-General brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883,'" and moved that it be read by the Clerk of the Council, and it was read accordingly. The Attorney-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

11. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887,'" was read a second time, and the Council went into Committee.

On the motion of the Attorney-General, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Attorney-General, the Auditor-General, the Government Agent Central Province, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, the Hon. A. de A. Seneviratna, and the Hon. J. J. Grinlinton.

12. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance relating to Local Boards" was read a second time, and the Council went into Committee.

On the motion of the Colonial Secretary, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Attorney-General, the Auditor-General, the Government Agent Central Province, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, the Hon. A. de A. Seneviratna, and the Hon. J. J. Grinlinton.

ADJOURNMENT.

13. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, December 3, 1890, at 2.30 o'clock P.M.

Wednesday, December 3, 1890.

PRESENT :

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPER LAID ON THE TABLE.

3. The Colonial Secretary laid on the table the Return of Wrecks asked for by the Hon. W. W. Mitchell.

NOTICE OF QUESTION.

4. The Hon. T. B. Panabokke gave notice that he would at the next meeting of Council ask if Government intend to amend the Forest Ordinance during the present session.

NOTICE OF MOTION.

5. The Hon. T. B. Panabokke gave notice that he would at the next meeting of Council move for a Return showing the amount of Tax collected upon hill paddy during the last five years.

MOTIONS.

6. The Hon. P. Rámanáthan, pursuant to notice, moved, seconded by the Hon. A. de A. Seneviratna, for a Return showing the quantity of Dry Grain raised in the Northern Province, and the Revenue collected thereon as tithe during the past ten years.

The Colonial Secretary replied, and laid on the table the Return asked for.

7. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend the Ordinance No. 12 of 1846" was read a first time. The second reading was fixed for the next meeting of Council.

8. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to enable the Trustees of the Episcopal Church at Nuwara Eliya, known as Holy Trinity Church, to sell a portion or portions of land vested in them as Trustees of such Church," was read a first time. The second reading was fixed for the next meeting of Council.

9. On the motion of the Auditor-General, seconded by the Attorney-General, the Bill intituled "An Ordinance to abolish the Tax on Dry Grain" was read a first time. The second reading was fixed for the next meeting of Council.

BILLS.

10. On the motion of the Attorney-General, seconded by the Hon. J. J. Grinlinton, it was ordered that the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883,'" be re-committed. The Attorney-General having reported the Bill as amended in Committee, and the Clerk of the Council having read the report of the Law Officers of the Crown, dated December 2, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883,'" was read a third time and passed.

11. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890" was read a second time, and the Council went into Committee.

On the motion of the Colonial Secretary, the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Auditor-General, the Treasurer, the Government Agent Western Province, the Hon. P. Rámanáthan, the Hon. W. W. Mitchell, the Hon. A. de A. Seneviratna, the Hon. J. J. Grinlinton, and the Hon. T. N. Christie.

12. On the motion of the Auditor-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the year 1889" was read a second time, and the Council went into Committee.

The Auditor-General having reported the Bill as having passed through Committee, it was ordered to be referred to the Law Officers of the Crown for report.

13. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Prisons" was read a second time, and the Council went into Committee.

The Attorney-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

ADJOURNMENT.

14. On the motion of the Colonial Secretary, the Council at its rising adjourned to Tuesday, December 9, 1890, at 2.30 o'clock P.M.

Tuesday, December 9, 1890.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. SIR E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PETITION.

3. The Hon. A. de A. Seneviratna presented the petition of certain inhabitants of the Province of Sabaragamuwa and other parts of the Island of Ceylon, regarding the Gemming Ordinance, No. 5 of 1890, and moved that it be read by the Clerk of the Council, and it was read accordingly.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances :—

No. 19 of 1890.—"An Ordinance relating to the wearing and carrying of Knives."
No. 20 of 1890.—"An Ordinance to repeal 'The Gemming Ordinance, 1882.'"
No. 21 of 1890.—"An Ordinance to provide for the Naturalization of Aliens."

NOTICE OF MOTION.

5. The Hon. J. J. Grinlinton gave notice that he would at the next meeting of Council move that Government give instructions to all Revenue Officers (Government Agents and Assistant Government Agents) to report on the 1st of each month (by wire where there is telegraphic communication) as to grain crop prospects in their respective Districts, whether good, fair, middling, poor, or bad, and the causes from which they suffer ; such telegrams to be at once published for general information. Also once a quarter to furnish a report after the Indian model (in the Madras Presidency), to be published on receipt in the *Government Gazette* for general information.

QUESTION.

6. The Hon. T. B. Panabokke, pursuant to notice, asked whether Government intend to amend the Forest Ordinance during the present session.
The Colonial Secretary replied.

MOTIONS.

7. The Hon. T. B. Panabokke, by leave of Council, withdrew the motion standing on the notice paper in his name.

8. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend the Ordinance No. 6 of 1885" was read a first time. The second reading was fixed for the next meeting of Council.

BILLS.

9. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 8, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Auditor-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the year 1889" was read a third time and passed.

10. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance relating to Prisons" was ordered to be re-committed. The Attorney-General having reported the Bill as amended in Committee, and the Clerk of the Council having read the report of the Law Officers of the Crown, dated December 8, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, the Bill intituled "An Ordinance relating to Prisons" was read a third time and passed.

11. The Colonial Secretary brought up the report of the Sub-Committee appointed to report upon the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890," and moved that it be read by the Clerk of the Council, and it was read accordingly. The Colonial Secretary having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

12. The Colonial Secretary brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891," and moved that it be taken as read.
Motion agreed to. In Committee, under Schedule A, on arriving at vote for Works and Buildings, the further consideration of the Bill was, on the motion of the Colonial Secretary, postponed to the next meeting of Council.

13. The Colonial Secretary brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887,'" and moved that it be taken as read.
Motion agreed to. In Committee on the Bill, the Hon. A. de A. Seneviratna moved that the word "Council" be substituted for the word "Chairman" in section 9, sub-section 1.

On the motion being put that the word "Council" be substituted for the word "Chairman," the Council divided, with the following result :—

Ayes.	*Noes.*
The Hon. M. C. Abdul Rahiman.	The Government Agent, Western Province.
The Hon. T. B. Panabokke.	The Auditor-General.
The Hon J. J. Grinlinton.	The Attorney-General.
The Hon. A. de A. Seneviratna.	The Colonial Secretary.
The Hon. T. N. Christie.	The Major-General.
The Hon. W. W. Mitchell.	
The Hon. P. D. Anthonisz.	
The Hon. P. Rámanáthan.	
The Principal Collector of Customs.	
The Government Agent, Central Province.	
The Treasurer.	

Ayes, 11 ; Noes, 5 ; Majority, 6. The motion was accordingly carried.

The Attorney-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

14. The Colonial Secretary brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance relating to Local Boards," and moved that it be taken as read.

Motion agreed to. The Attorney-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

15. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend the Ordinance No. 12 of 1846" was read a second time. In Committee, at section 3, the further consideration of the Bill was postponed till the next meeting of Council.

16. The second reading of the Bill intituled "An Ordinance to enable the Trustees of the Episcopal Church at Nuwara Eliya, known as Holy Trinity Church, to sell a portion or portions of land vested in them as Trustees of such Church," was, by leave of Council, postponed till the next meeting of Council.

17. On the motion of the Auditor-General, seconded by the Attorney-General, the Bill intituled "An Ordinance to abolish the Tax on Dry Grain" was read a second time, and the Council went into Committee thereon. The Auditor-General having reported the Bill as amended in Committee, it was ordered to be referred to the Law Officers of the Crown for report.

ADJOURNMENT.

18. On the motion of the Colonial Secretary, the Council at its rising adjourned till Wednesday, December 10, 1890, at 11.30 A.M.

Wednesday, December 10, 1890.

PRESENT:

His Excellency SIR A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. Col. F. C. H. CLARKE, R.A., C.M.G.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. W. W. MITCHELL.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

NOTICE OF MOTION.

3. The Hon. T. N. Christie gave notice that he would at the next meeting of Council move that no unnecessary delay should take place in affording such relief as the circumstances of the Revenue will admit to paddy growers, and that in the opinion of this Council the eventual abolition of the Paddy Tax should be aimed at in order to establish the production of the food of the people on a satisfactory basis.

MOTIONS.

4. The Hon. T. N. Christie, pursuant to notice, moved for a Return of Cases pending on November 1, 1890, in the Civil and Criminal sides respectively of the Village Tribunals, showing the length of time during which Cases have been pending, and the number of postponements granted.

The Hon. J. J. Grinlinton having seconded the motion, the Colonial Secretary replied, and promised that the Return should be laid on the table.

5. The Hon. T. N. Christie, pursuant to notice, moved for Returns showing from January 1, 1889, to September 30, 1890—

(i.) How the prison labour at Anurádhapura has been employed, showing separately the number of prisoners engaged during that period on the Abhayagiri and Mirisawetiya Dágabas.

(ii.) What sums, apart from the value of prison labour, have been spent on these Dágabas by the Government.

The Hon. J. J. Grinlinton having seconded the motion, the Colonial Secretary replied, and laid on the table a letter from the Government Agent, North-Central Province, on the subject.

6. The Hon. J. J. Grinlinton, pursuant to notice, seconded by the Hon. T. N. Christie, moved that Government give instructions to all Revenue Officers (Government Agents and Assistant Government Agents) to report on the 1st of each month (by wire where there is telegraphic communication) as to grain crop prospects in their respective Districts, whether good, fair, middling, poor, or bad, and the causes from which they suffer; such telegrams to be at once published for general information. Also once a quarter to furnish a report after the Indian model (in the Madras Presidency), to be published on receipt in the *Government Gazette* for general information.

The Colonial Secretary replied.

BILLS.

7. In Committee, the Council resumed consideration of the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891." The reading of the schedule having been completed, the Colonial Secretary reported the Bill as amended in Committee, and it was ordered to be referred to the Law Officers of the Crown for report.

8. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 10, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890" was read a third time and passed.

9. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 10, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887,'" was read a third time and passed.

10. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 10, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance relating to Local Boards" was read a third time and passed.

11. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 10, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Auditor-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to abolish the Tax on Dry Grain" was read a third time and passed.

12. In Committee, the Council resumed consideration of the Bill intituled "An Ordinance to amend the Ordinance No. 12 of 1846." The Attorney-General having reported the Bill as amended in Committee, on the motion of the Attorney-General, seconded by the Colonial Secretary, it was ordered to be referred to the Law Officers of the Crown for report.

13. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to enable the Trustees of the Episcopal Church at Nuwara Eliya, known as Holy Trinity Church, to sell a portion or portions of land vested in them as Trustees of such Church," was read a second time, and the Council went into Committee thereon. The Attorney-General having reported the Bill as amended in Committee, on the motion of the Attorney-General, seconded by the Colonial Secretary, it was ordered to be referred to the Law Officers of the Crown for report.

14. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to amend the Ordinance No. 6 of 1885" was read a second time, and the Council went into Committee thereon. The Attorney-General having reported the Bill as having passed through Committee, it was, on the motion of the Attorney-General, seconded by the Colonial Secretary, ordered to be referred to the Law Officers of the Crown for report.

ADJOURNMENT.

15. On the motion of the Colonial Secretary, the Council at its rising adjourned to Wednesday, December 17, 1890, at 2.30 o'clock P.M.

Wednesday, December 17, 1890.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. Major F. J. DAY, R.E.
The Hon. G. S. WILLIAMS.
The Hon. P. RAMANATHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

MEMBER SWORN.

3. Major F. J. Day was duly sworn.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances:—

No. 22 of 1890.—"An Ordinance to amend 'The Criminal Procedure Code, 1883.'"
No. 23 of 1890.—"An Ordinance for making final provision for the Supplementary Contingent Charges for the year 1889."
No. 24 of 1890.—"An Ordinance relating to Prisons."
No. 25 of 1890.—"An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890."

No. 26 of 1890.—"An Ordinance to amend 'The Municipal Councils' Ordinance, 1887.'"
No. 27 of 1890.—"An Ordinance relating to Local Boards."
No. 28 of 1890.—"An Ordinance to abolish the Tax on Dry Grain."

PAPERS.

5. The Colonial Secretary laid on the table the following Papers :—

(1) Report of the Select Committee appointed to inquire into the question whether it is desirable to proceed with the Registration of Titles to Land.
(2) Sessional Paper L. of 1890.—Second Report on the Archæological Survey of Anurádhapura.
(3) Sessional Paper LV. of 1890.—Financial Statements laid before the Legislative Council of Ceylon during the Session of 1890–91.
(4) Sessional Paper LVI. of 1890.—Letter from the Government Agent, Anurádhapura, on the subject of the restoration of the Abhayagiri and Mirisawetiya Dágabas.
(5) Sessional Paper LVII. of 1890.—Interim Report of the Commissioners appointed to report on the question of Railway Extension Northwards.
(6) Gansabháwa Reports (except Anurádhapura), called for by the Hon. T. N. Christie at the Meeting of Council held on December 10, 1890.

PETITIONS.

6. The Hon. P. Rámanáthan brought up a petition from certain inhabitants of the Northern Province having reference to Hindu temporalities, and also a petition from certain inhabitants of Chavakachchéri and Karachchi relative to the establishment of a separate Court, and it was ordered that the petitions be laid on the table.

MOTIONS.

7. On the motion of the Colonial Secretary, seconded by the Attorney-General, it was resolved that from and after the First day of January, 1891, a toll be established in respect of the Ferry across the Gin-oya, at Lunuwila, where the minor road from Vennappuwa to Kirimetiyána, in the Pitigal kóralé South, in the North-Western Province, crosses the river.

8. The Hon. T. N. Christie, seconded by the Hon. A. de A. Seneviratna, moved that no unnecessary delay should take place in affording such relief as the circumstances of the Revenue will admit to paddy growers, and that in the opinion of this Council the eventual abolition of the Paddy Tax should be aimed at in order to establish the production of the food of the people on a satisfactory basis.

The Colonial Secretary replied, and the motion was withdrawn.

9. On the motion of the Hon. A. de A. Seneviratna, seconded by the Hon. T. B. Panabokke, it was resolved, with reference to the petition preferred by certain inhabitants of Sabaragamuwa, and presented to Council on the 9th instant, that a Select Committee of this Council, consisting of the Colonial Secretary, the Treasurer, the Hon. P. Rámanáthan, and the Hon. A. de A. Seneviratna, be appointed to inquire into and report upon the nature of the grievances complained of, and the remedies, if any, required therefor.

BILLS.

10. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 16, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891" was read a third time and passed.

11. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 16, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Major-General, the Bill intituled "An Ordinance to amend the Ordinance No. 12 of 1846" was read a third time and passed.

12. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 16, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Major-General, the Bill intituled "An Ordinance to enable the Trustees of the Episcopal Church at Nuwara Eliya, known as Holy Trinity Church, to sell a portion or portions of land vested in them as Trustees of such Church," was read a third time and passed.

13. The Clerk of the Council having read the report of the Law Officers of the Crown, dated December 16, 1890, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Major-General, the Bill intituled "An Ordinance to amend the Ordinance No. 6 of 1885" was read a third time and passed.

ASSENT TO BILLS.

14. His Excellency the Governor announced his assent to the following Ordinances :—

No. 29 of 1890.—"An Ordinance for making provision for the Contingent Services for the year 1891."
No. 30 of 1890.—"An Ordinance to amend the Ordinance No. 12 of 1846."
No. 31 of 1890.—"An Ordinance to enable the Trustees of the Episcopal Church at Nuwara Eliya, known as Holy Trinity Church, to sell a portion or portions of land vested in them as Trustees of such Church."
No. 32 of 1890.—"An Ordinance to amend the Ordinance No. 6 of 1885."

ADJOURNMENT.

15. On the motion of the Colonial Secretary, the Council at its rising adjourned *sine die*.

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Wednesday, February 11, 1891.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. Major F. J. DAY, R.E.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. T. N. CHRISTIE.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to notice. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

MILITARY CONTRIBUTION.

3. The Governor announced that he had received by telegraph an intimation of the result of the deliberations of Her Majesty's Government with respect to the Military Contribution to be paid by Ceylon. He had not yet received an official despatch from the Secretary of State confirming the telegram, but he thought it was desirable that the Council should not be kept without information on this important subject longer than could be avoided, and therefore he would at once communicate to the Council the sense of the telegraphic communication which he had received. The sum named for the contribution of the present year was £70,000. This amount was to be increased annually by £10,000 until the sum of £100,000 was reached. The Secretary of State had informed him that the matter had been carefully considered, and that the decision come to must be taken as final. On receipt of the Secretary of State's despatch confirming and enlarging upon the telegram, he would at once communicate it to the Legislative Council.

MESSAGES.

4. The Colonial Secretary brought up and read to the Council the following Messages from His Excellency the Governor:—

(1.)

THE Governor has the honour of placing before the Legislative Council a copy of a despatch from the Secretary of State relative to the Military Contribution to be paid by Ceylon for the year 1890. The Council will learn from this despatch that the Secretary of State has agreed to a Military Contribution for 1890 of £50,000, paid in England at the rate of exchange ruling at the time that each instalment fell due,—any payments already made to be adjusted on that basis. The Council will observe that the Governor is instructed that the matter must now be regarded as closed, and that he is directed to carry out the arrangement which has thus been finally agreed upon.

The amount payable under this arrangement as Military Contribution for the year 1890, in local currency, is Rs. 661,884·15, calculated at the rates of exchange ruling on the first day of the month in which each instalment was due. Out of this amount the sum of Rs. 600,000 has been already paid. There remains a balance of Rs. 61,884·15 to be paid.

(2.)

THE Governor desires to place before the Legislative Council a correspondence relative to the proposed Fortifications of Colombo.* The Council will recollect that the construction of a battery at the root of the Breakwater, although it did not form a portion of the original general scheme of defence to which the Colony has contributed the sum of £24,000, was considered by the Military authorities to be a valuable, if not a necessary, addition to that scheme. Provision of the sum of Rs. 102,750 was accordingly made in the Estimates of 1890 for the construction of such a battery. The work was on the point of being begun, when it came to the notice of the Governor that, according to the finally approved plan, the battery and its surroundings would cover nearly the whole of the space of ground forming the root of the Breakwater and lying between the harbour and the sea. In view of the rapidly increasing commercial importance of Colombo, it seemed to the Governor that it would be impolitic to appropriate to the purpose of a military work a site that might probably become almost indispensable to the development of the prosperity of the port. The Governor therefore urged upon the Military authorities the suspension of the work, and, with the concurrence of the General Officer Commanding the Troops, recommended another site for the battery at or near St. Thomas's Church. It is admitted that this site, in addition to being free from the disadvantages of the site at the root of the Breakwater, is better adapted for the object which the Military authorities have in view. The Council will learn on perusal of the Secretary of State's despatch No. 299 of 28th October, 1890, a copy of which is included in the correspondence now placed before them, that the War Office have assented to the suggested change of site, on the understanding that no part whatever of the additional expenditure which the proposal involves shall fall on the War Department. This additional expenditure is approximately estimated at £7,500, plus the cost of the site. The total estimated cost of the proposed battery would be about Rs. 220,000, made up as follows:—The original estimate of the

* Governor to Secretary of State, No. 248 of July 17, 1890, and three enclosures; Secretary of State to Governor, No. 299 of October 28, 1890.

battery at the root of the Breakwater, for which provision has been made in the Estimates of the current year, Rs. 102,750; the additional cost of the battery at the site near St. Thomas's Church (£7,500), Rs. 93,000; and the estimated cost of the site, Rs. 25,000. It will be observed that the Secretary of State for War does not regard this additional battery as essential for the defence of Colombo, but he considers that it would add considerably to its strength.

Under the above circumstances, the Governor brings the matter before the Legislative Council, with a view to their deciding whether they will vote the additional sum required for the erection of this battery, or will allow the proposal to be abandoned altogether. The Governor requests the Council to express their opinion on this question.

PAPERS.

5. The Colonial Secretary laid on the table the following Papers:—

Sessional Paper I. of 1891.—Report on the alterations made to the Grain Tax Registers of the Galle District.

Sessional Paper IV. of 1891.—Despatches relating to the Grain Tax Commutation of Udukinda, Province of Uva.

NOTICE OF MOTION.

6. The Hon. J. J. Grinlinton gave notice that he would move, that should the abstract of Season Reports published for the current month not contain the information required in the public interests, which was aimed at when the motion for such returns was made, he should particularise the Provinces which did not supply the needful information on the staple productions of the natives of this Island.

QUESTIONS.

7. The Hon. P. D. Anthonisz, pursuant to notice, asked—

(1) When the first case of Smallpox occurred, or was reported in Colombo, during the present epidemic.
(2) What steps were taken to prevent Smallpox becoming epidemic in Colombo.
(3) What steps have been taken to suppress the epidemic.
(4) The number of persons affected with Smallpox during the epidemic up to date, and the number of deaths.
(5) To ask that vaccination and re-vaccination be carried on from house to house in streets where Smallpox exists, and that the fee to be paid to Vaccinators (so long as the epidemic lasts) may not be demanded from householders or inmates of houses.
(6) How many cases of Cholera have occurred in Galle District since the last outbreak up to date, and the number of deaths from it.
(7) What steps were taken to prevent the disease becoming epidemic.
(8) What steps are being taken to suppress the epidemic.

The Colonial Secretary replied, and laid on the table a report from the Principal Civil Medical Officer.

8. The Hon. P. D. Anthonisz, pursuant to notice, inquired why Mr. Vangeyzel, the former Shroff or Cashier of the Ceylon Railways, who was asked by the Government to resign his appointment with a promise of re-appointment in some other Department, has not yet been re-employed.

The Colonial Secretary replied.

MOTIONS.

9. The Colonial Secretary by leave of Council having amended the motion standing in his name, it was resolved that the Message of His Excellency the Governor, asking for a further sum for the proposed additional Fort for the defence of Colombo Harbour, be referred to a Select Committee consisting of the General Officer Commanding the Forces, the Colonial Secretary, the Surveyor-General, the Hon. P. Rámanáthan, the Hon. A. de A. Seneviratna, and the Hon. J. J. Grinlinton.

10. The Colonial Secretary by leave of Council having amended the motion standing in his name, it was resolved that the plans and estimates of the new General Post Office be referred to a Select Committee consisting of the Colonial Secretary, the Auditor-General, the Treasurer, the Government Agent Western Province, the Hon. P. Rámanáthan, the Hon. P. D. Anthonisz, the Hon. T. N. Christie, the Hon. A. de A. Seneviratna, and the Hon. J. J. Grinlinton, with a view to their being considered.

11. The Hon. P. Rámanáthan, seconded by the Hon. A. de A. Seneviratna, asked whether the Government had received any further information as to the condition of the paddy fields in the Karachchi district, and moved for papers.

The Colonial Secretary replied.

12. The Hon. P. Rámanáthan, seconded by the Hon. A. de A. Seneviratna, moved for papers relating to the case of extortion and theft decided on December 4 last, by the Police Magistrate of Mallakam, in connection with the administration of the Chunnakam market.

The Colonial Secretary replied, and promised to lay on the table the proceedings referred to.

13. The Hon. T. N. Christie, seconded by the Hon. J. J. Grinlinton, moved for a return showing any extension of cultivation under the Elahera works since the date of the last return.

The motion was not pursued.

14. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance to confirm the validity of the registration of certain Marriages, Births, and Deaths in the Morawak kóralé, in the Southern Province," was read a first time.

ADJOURNMENT.

15. On the motion of the Colonial Secretary, the Council at its rising adjourned to Friday, February 20, 1891, at 11.30 o'clock A.M.

Friday, February 20, 1891.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

His Excellency Major-Gen. W. G. D. MASSY, C.B.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. S. GRENIER.
The Hon. G. T. M. O'BRIEN, C.M.G.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. R. W. D. MOIR.
The Hon. Major F. J. DAY, R.E.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

EXTENSION OF THE RAILWAY TO GALLE.

3. His Excellency the Governor announced that the Secretary of State had sanctioned the extension of the Railway to Galle.

MOTIONS.

4. His Excellency the Major-General brought up the report of the Select Committee on the question of providing an additional fort at Kochchikade, and moved that it be read by the Clerk, and it was read accordingly.

His Excellency the Major-General, seconded by the Hon. J. J. Grinlinton, moved the adoption of the report.

His Excellency the Governor, seconded by the Hon. J. J. Grinlinton, moved that the following rider be added to the report:—

(1) That the War Office give an assurance that the proposed battery at the St. Thomas's site shall not, through any increase of the garrison for the defence of Colombo, entail on the Colonial Government any annual charge in addition to the sum, whatever it may be, to be paid as Military Contribution; and

(2) That no charge beyond the provision now offered shall be made by the War Office on account of the arming, ammunition, and maintenance of the proposed battery at the St. Thomas's site.

The report with the rider was then adopted.

5. The Hon. the Colonial Secretary brought up the report of the Select Committee appointed to consider and report on the plan and estimate of the proposed General Post Office, and moved that it be read by the Clerk, and it was read accordingly.

On the motion of the Colonial Secretary, seconded by the Hon. P. Rámanáthan, the report was adopted.

BILLS.

6. On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill entitled "An Ordinance to confirm the validity of the registration of certain Marriages, Births, and Deaths in the Morawak Korale, in the Southern Province," was read a second time, and the Council went into Committee.

The Attorney-General having reported the Bill as having passed through Committee, on the motion of the Hon. P. Rámanáthan, seconded by the Attorney-General, it was resolved that the Standing Orders relative to the reading of the Bill be suspended.

The Attorney-General, on behalf of the Law Officers of the Crown, having reported that there was no legal impediment to the execution by the Colonial Tribunals of a Law in terms of the draft, on the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill was read a third time and passed.

ADJOURNMENT.

7. On the motion of the Colonial Secretary, the Council at its rising adjourned *sine die*.

Wednesday, August 12, 1891.

PRESENT:

His Excellency Sir A. E. HAVELOCK, K.C.M.G., President.

The Hon. Lieut.-Col. B. LOWSLEY, R.E.
The Hon. Sir E. NOEL WALKER, K.C.M.G.
The Hon. C. P. LAYARD.
The Hon. J. A. SWETTENHAM.
The Hon. F. R. SAUNDERS, C.M.G.
The Hon. A. R. DAWSON.
The Hon. R. W. D. MOIR.
The Hon. Major F. J. DAY, R.E.
The Hon. G. S. WILLIAMS.
The Hon. P. RÁMANÁTHAN, C.M.G.
The Hon. P. D. ANTHONISZ, M.D.
The Hon. A. DE A. SENEVIRATNA.
The Hon. J. J. GRINLINTON.
The Hon. T. B. PANABOKKE.
The Hon. M. C. ABDUL RAHIMAN.

1. The Council met pursuant to notice. His Excellency the Governor took the chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

MEMBERS SWORN.

3. The Hon. Lieut.-Colonel B. Lowsley, the Hon. C. P. Layard, and the Hon. J. A. Swettenham were duly sworn.

ASSENT TO ORDINANCE.

4. The Colonial Secretary announced that His Excellency the Governer had given his assent to the following Ordinance :—

No. 1 of 1891.—"An Ordinance to confirm the validity of the registration of certain Marriages, Births, and Deaths in the Morowak Korale in the Southern Province."

PAPERS.

5. The Colonial Secretary laid on the table the following Papers :—

(1) Ceylon Blue Book, 1890.

(2) Statements showing the expenditure incurred on the Haputalé Extension during the quarters ended December 31, 1890, and March 31, 1891.

(3) Statement of the Revenue raised and appropriated in the several Provinces under the Thoroughfares' Ordinances, 1861 and 1884, during the year ended December 31, 1890.

(4) Administration Reports, 1890 :—

Part I., Revenue.—Memorandum on the Customs and Shipping Returns.
Reports of the several Government Agents and their Assistants.
Reports on the working of the Local Boards.

Part II., Scientific.—Report on the Survey Department.
Report on the Meteorology of Ceylon.
Report on the Public Works Department.

Part III., Judicial.—Reports of the Solicitor-General and of the several Crown Counsel.
Report of the Inspector-General of Police.
Report of the Inspector-General of Prisons.
Report of the Deputy Fiscal of the Western Province.

Part IV., Miscellaneous.—Report of the Postmaster-General and Director of Telegraphs.
Report of the Registrar-General of Lands.
Report of the Registrar-General on the Vital Statistics of Ceylon.
Report of the Director of the Royal Botanic Gardens.
Report of the Resident Engineer, Colombo Harbour Works

(5) Sessional Papers, 1891 :—

No. 7.—Second Report of the Commissioners appointed to report on the means of improving Railway Communication with the Northern Parts of the Island.
No. 8.—Railway Extension to Mátara : Reports and Estimates.
No. 9.—Return of Lands sold for non-payment of Grain Tax.
No. 10.—Return to an Order of Council dated February 11, 1891, for a Return showing any extension of cultivation under the Elahera Works since the date of last Return.
No. 11.—Report on the revision of the Grain Tax Commutation of the Mátara District.
No. 12.—Report on the Pearl Fishery of 1891.
No. 13.—Statement of Fiscals' Schedule Fees for the three Quarters ended March 31, 1891.
No. 14.—Haputalé Railway Extension : Statement showing the Total Expenditure incurred up to June 30, 1891.
No. 15.—Village Tribunals : Return showing Districts, Presidents, Cases Tried, &c.

MESSAGES.

6. The Colonial Secretary brought up and read to the Council the following Messages from His Excellency the Governor :—

THE Governor desires to place before the Legislative Council a copy of a despatch addressed by him to the Secretary of State, submitting the report of the Select Committee of the Council, dated the 13th February, 1891, on the subject of the proposed additional fortifications of Colombo. This report was unanimously adopted by the Council and met with the full concurrence of the Government. The Governor sends also a copy of the reply addressed to him by the Secretary of State, from which the Council will gather that the Secretary of State is, as at present advised, not prepared to sanction the erection of a battery on the actual site of St. Thomas's Church. The Governor is in communication with the Officer Commanding the Troops as to the possibility of finding another site for the battery, near St. Thomas's Church.

No. 1.

Governor Sir A. E. HAVELOCK, K.C.M.G., to the Right Hon. LORD KNUTSFORD, G.C.M.G.

Miscellaneous.—No. 74. Kandy, 24th February, 1891.

MY LORD,—I HAVE the honour to report that, in compliance with the request made in Your Lordship's despatch No. 299 of the 28th October last, I brought before the Legislative Council, at a meeting held on the 11th instant, the question whether they would vote the additional sum required for the erection of a battery near St. Thomas's Church instead of at the root of the Breakwater, or allow the proposal to be abandoned altogether.

2. I enclose a copy of a Message I sent to the Council explaining the matter, and a report of the debate on the motion that the Message should be referred to a Select Committee. At a subsequent meeting of the Council held on the 20th instant, the report of the Select Committee, a copy of which I enclose, was, with an addition proposed by myself, unanimously adopted. Your Lordship will see that the Council offer to continue the vote of Rs. 102,750 already provided for an additional battery, and to pay the cost of the proposed new site. The Council also consents to the application for the construction of this battery of the balance remaining of the original appropriation of £24,000 for the defences of Colombo. I am informed by the General Officer Commanding the Troops that this balance will be of considerable amount. I enclose a report of the debate on the adoption of the report of the Select Committee.

3. It seems to me that the Legislative Council have, in dealing with this matter, shown good judgment and have acted in a liberal spirit. I hope the Secretary of State for War will be able to grant the slight concession which would be entailed by the acceptance of the offer now made.

4. The most favourable site for the proposed new battery is occupied by St. Thomas's Church and the surrounding graveyard. I submit a copy of a letter addressed to me by the Bishop of Colombo,* urging that liberal compensation should be given for the acquisition of the site for military purposes. I think I may assure Your Lordship that there will be every disposition on the part of the Colonial Government to treat in this matter, with due consideration, the rights and feelings of the parties concerned, should it become necessary to acquire the site in question.

I have, &c.,
A. E. HAVELOCK.

No. 2.

The Right Hon. LORD KNUTSFORD, G.C.M.G., to Governor Sir A. E. HAVELOCK, K.C.M.G.

Ceylon.—No. 180. Downing street, June 12, 1891.

SIR,—I HAVE the honour to acknowledge the receipt of your despatch No. 74 of 24th February last, relative to the proposed erection of a battery at Colombo near St. Thomas's Church.

2. Her Majesty's Government are unable to reconsider the decision that no part of the additional expenditure which would be involved by the erection of this battery should fall upon the Imperial Government.

3. I am however informed by the Secretary of State for War that the substitution of 4·7-in. quick-firing guns, which are the most suitable guns for the object in view, for the 6-in. breach-loading guns proposed, would probably enable the additional armament to be supplied and the battery to be built for about the amount already voted by the Colony, including the additional amount voted for placing the 9-in. breach-loading gun at the root of the Breakwater, now no longer proposed.

4. As you were informed in the correspondence enclosed in my despatch No. 299 of 28th October last, though the proposed battery would add considerably to the strength of the defences, it is not regarded by the Military authorities as essential for the defence of Colombo, and I may add that if the Northern Arm of the Breakwater is constructed, it may probably then have even less claim to be considered essential.

5. As at present advised, I am not prepared to sanction the erection of such a battery on the actual site of St. Thomas's Church, in view of the strongly expressed wishes of the congregation of that Church; and if the Colony decides that the battery is to be erected, another site near the Church (as originally proposed) should be obtained.

I have, &c.,
KNUTSFORD.

THE Governor has the honour to inform the Legislative Council that, in pursuance of the recommendation of a Select Committee of the Council, which was, at a meeting held on the 20th February last, unanimously adopted by the Council, revised plans of the proposed new General Post and Telegraph Office have been prepared, the cost of the carrying out of which is estimated at Rs. 210,000, the amount which the Council considered to be sufficient for the purpose. The plans and estimates are at the disposal of the Council.

The Governor having examined the revised plans, with the assistance of the Director of Public Works, was unable to feel satisfied that a building constructed in accordance with them would fulfil the requirements of the Postal and Telegraph Department. These plans seemed to the Governor to be the plans of a good building mutilated and deprived of the completeness and spaciousness which the original design presented. A building on such plans would, moreover, be difficult to enlarge without disfigurement and inconvenience. But, anxious if possible to further the views expressed by the Legislative Council, the Governor desired the Postmaster-General and the Director of Public Works to confer and report, after a comparison of the revised with the original plans, why the former plans could not be made to suffice. The Governor places before the Council the joint report of the Postmaster-General and of the Director of Public Works, from which the Council will gather that a building on the revised plan would provide but little more floor space than the existing buildings, and that those officers strongly recommend the adoption of the original design slightly altered and amended. The alterations and amendments of the original design are described in the joint report, and can be seen in the plans, which are at the disposal of the Council. The Governor entirely approves of the proposed alterations. It will be seen that the Director of Public Works has been able to reduce the original estimate by Rs. 55,000, that is, from Rs. 325,000 to Rs. 270,000. A tabulated statement prepared by the Director of Public Works giving the comparative cost of some of the principal existing buildings, shows that the estimated cost of the proposed building is neither exceptional nor excessive.

* Bishop of Colombo to Governor, February, 1891.

It appears to the Governor that the original plan, as amended, would provide a building well adapted to the purposes in view,—one that would do credit to the Colony and would be an ornament to its capital. The accommodation provided may probably be of somewhat greater dimensions than circumstances at the present moment require. But rightly or wrongly, the Governor has a firm faith in the expansion of Colombo, and consequently in the growth of its postal and telegraph business. The Governor is therefore of opinion that the design of a new General Post and Telegraph Office should provide accommodation in excess of immediate needs. The Governor is anxious that a building of such great importance, one in the commodiousness and convenience of which the Public are more greatly concerned even than the Government itself, should be as perfect as possible. The Governor feels that rather than to construct a new building which would add but little to the space which the existing Post and Telegraph Offices possess, and which would most certainly be found, in a very short time, to be inadequate to the requirements of the Public and of the Department, it would be better to leave things as they are, and to endeavour to meet the present difficulties and deficiencies by adding to and altering the existing offices.

The Governor hopes that after careful consideration of the plans and reports now placed before the Legislative Council, that body will be able to join with him in approving of the original plans as amended, and in sanctioning their being carried out at an estimated cost of Rs. 270,000.

No. 1.

Report by the DIRECTOR OF PUBLIC WORKS and the POSTMASTER-GENERAL.

Proposed New General Post and Telegraph Offices.

WE annex statements showing the floor space of the present buildings occupied by the Post and Telegraph Departments, of the original design prepared by Mr. Tomalin, and of the revised design made after it was decided to reduce the expenditure on a new building to Rs. 210,000.

From these it will be seen that the revised design provides only 1,038 superficial feet more floor space than the existing buildings, and we are of opinion that this would give quite inadequate relief even in the present state of affairs, and would in no way meet the probable requirements in the future expansion of the work of the Department.

We therefore strongly recommend the adoption of the original design, slightly altered and amended. We annex copies of plans showing the chief alterations, which are at the Prince street end of the building.

It has been now arranged that the mails should be both received and despatched from here, and provision has been made for a portico occupying the whole basement area of the Prince street frontage, under which the coaches and mail carts can be driven to deliver or receive their mails.

The portico at the Baillie street end will in this design be utilised for the letter-boxes.

The front elevation is retained as before, and the internal arrangements are practically unchanged, except that stabling is omitted, and the kitchens and servants' rooms are re-arranged so as to be as much out of the way and as little obtrusive as possible.

The amount of the amended estimate is Rs. 270,000, and will be submitted in due course if approved, the original estimate having been reduced to this amount chiefly by the alteration in the design for the roof (which will now be of Calicut tiles), by omitting portion of the provision for concrete foundations, by a general revision of the rates for all internal fittings, and by the omission of unnecessary embellishment of the interior.

R. K. MACBRIDE,
Director of Public Works.

June 2, 1891.

T. SKINNER,
Postmaster-General.

Existing Buildings.

POST OFFICE.

	Superficial Area.	
Foreign Mail Department.		
Foreign mail room (two rooms)	883	883
Local Mail Department.		
Receiving and stamping room	637	
Sorting room	1,150	
Do. peons	271	
Despatching and packet room	693	
Stamp office	344	
Returned letter office	361	3,456
Registration Department.		
Registration room	365	
Registration room and sale of stamps	96	461
Offices for Headquarter Staff.		
Postmaster-General's office	488	
Assistant do.	402	
Third Assistant do.	237	1,127
Correspondence Branch.		
Correspondence and Accountant	652	
Record rooms (three)	696	
Doctor's room	149	
Checking local mails	691	2,188

Money Order and Savings Bank Department.

Paying room	720	
Money Order and Savings Bank	1,567	2,287

Telegraph Department.

Offices for Headquarter Staff.

Superintendent of Telegraph's office	322	
Second Assistant Postmaster-General's office	527	849

Telegraph Working Office.

Signalling room	670	
Battery room	371	
Schoolroom	337	
Linemen's store	166	
Telegraph check office	674	
Library	369	2,587

Hall, Verandahs, &c.

Post Office	2,309	
Telegraph Office	2,424	4,733

Stores.

Post Office	985	
Do. foreign mails	48	
Do.	374	1,407
Telegraph Office, Parcel Post rooms	580	
Do. spare room	166	
Do. store rooms	1,407	2,153

Tiffin Rooms.

Postmaster-General	295	
Assistant	250	
Telegraph clerks	208	753

Latrines and Baths.

	Superficial Area.	
Telegraph office bathroom	286	
Do. dry-earth closet	160	446

Quarters.

Signallers.

Signallers' quarters	528	528

Telegraph Master's Quarters.

Telegraph Master's quarters	1,495	
Do. verandahs	374	
Do. room and kitchen	446	2,315

Deputy Telegraph Master.

Quarters	363	
Kitchen	191	554

STATEMENT.

Post Office	8,115
Money Order and Savings Bank	2,287
Telegraph Department	3,436
Hall, verandahs, &c.	4,733
Stores	3,560
Tiffin rooms	753
Latrines	446
Quarters for Signallers	528
Do. Telegraph Masters	2,869
Total ...	26,727

New General Post Office, Colombo.

	Superficial Area.			
	Original Design and Amended Design.		Original Design.	
Post Office.				
Foreign Mail Department.				
Foreign mail room	783		690	
Strong room for transhipment of mails	242		144	834
Mail officers' waiting room	52	1,077		
Local Mail Department.				
Receiving room	675		480	
Sorting room	2,590		1,784	
Closing room	440		1,040	
Despatching room	310		315	
Stamp department	162		120	
Poste restante	180		156	
Private letter-box department	123		96	
Returned letter office	315	4,795	247	4,238
Registration Department.				
Registration closing room...	182		77	
Registration department	143	325	120	197
Offices for Headquarter Staff.				
Postmaster-General's office	588		425	
Assistant Postmaster-General's office	420		299	
2nd Assistant do.	577		432	
3rd Assistant do.	412	1,997	312	1,468
Correspondence Branch.				
Correspondence room	1,591		1,064	
Post Office record room	756		598	
Post Office library	738	3,085	589	2,251
Money Order and Savings Bank Department.				
Money Order and Savings Bank	4,118	4,118	2,993	2,993
Telegraph Department.				
Offices for Headquarter Staff.				
Superintendent of Telegraphs	378	877	288	744
Assistant do.	499		456	
Telegraph Working Offices.				
Receiving room, Telegraph Department (off public hall) ...	175		132	
Signalling room	924		721	
Testing and Resident Telegraph Master's office ...	264		205	
Battery room	264		205	
Schoolroom	945		656	
Recordroom	483		360	
Linemen's store	245		186	
Check office and correspondence	702		702	
Recordroom, basement floor	522	4,524	288	3,455
Public Hall, Approaches, &c.				
Approaches.				
Public hall	1,980		1,155	
Main stairway	560		420	
Entrance to offices	104		69	
Main corridor	528	3,172	390	2,034
Corridors.				
Corridors in the Post Office	1,026			
Do. Money Order Office	181		919	
Do. Telegraph Department	795			
Lobby for messengers and peons	532			
Tramway	696	3,230	414	1,333

	Superficial Area.			
	Original Design and Amended Design.		Revised Design.	
STORES.				
Parcel Post Department.				
Parcel Post (off public hall)	143		156	
Do. strong room	39		36	
Parcel Post	473	655	2,003	2,195
Stationery	436			
Telegraph (about half of this only necessary) ...	3,057	3,493		
TIFFIN ROOMS FOR CLERKS.				
Tiffin Rooms.				
Post Office clerks	187		190	
Telegraph clerks	153		120	
Money Order Office clerks	215	555		310
LATRINES.				
Postmaster-General	42		28	
Assistant Postmaster-General	28		40	
2nd Assistant do.	42		40	
Clerks	144		144	
Peons	48			
Assistant Superintendent...	32		28	
Superintendent	48	384	40	320
QUARTERS.				
Signallers.				
Living room	324		252	
Dining room	202		288	
Sleeping room	275		625	
Waiting room for clerical staff, night duty ...	322		—	
Corridor	104		231	
Lavatory, &c.	331		255	
Kitchen and scullery	115	1,673	115	1,766
Guards, Queen's House.				
Guard room (two rooms)	883		661	
Do. dry-earth closet	71	954	71	732
Postmaster-General.				
Sitting room	412		312	
Dining room	300		234	
Three bedrooms	618		430	
Stairway and corridor	383		132	
Bathroom and latrine	100		30	
Kitchen and store	533		154	
Servants	231	2,577	104	1,396
Assistant.				
Sitting room	420		312	
Dining room	462		324	
Three bedrooms	618		443	
Stairway and corridor	431		132	
Bath and latrine	80		30	
Kitchen and store	223		154	
Servants	231	2,464	104	1.499

STATEMENT.

	Original and Amended Design.	Revised Design.
Post Office	11,279 ...	8,988
Money Order and Savings Bank	4,118 ...	2,993
Telegraph Department	5,401 ...	4,199
Public hall, approaches, &c.	6,402 ...	3,367
Stores	4,148 ...	2,197
Tiffin rooms	555 ...	310
Latrines	384 ...	320
Quarters for Signallers	1,673 ...	1,766
Do. Queen's House Guards	954 ...	732
Do. Postmasters	5,042 ...	2,895
Total superficial area of square feet ...	39,956	27,765

No. 2.

The DIRECTOR OF PUBLIC WORKS to the Hon. the COLONIAL SECRETARY.

Colombo, August 10, 1891.

Proposed Post Office, Colombo.

SIR,—WITH reference to your letter No. 1,019 of the 8th instant, sending me certain figures for scrutiny and verification, I have the honour to submit the following details, which are accurate.

2. The cubical contents of the proposed Post Office amounts to 1,167,825 c. ft.

3. The tracing has marked upon it the area of the existing Telegraph Office in red, the number of square feet being 13,068, and also in brown the area of the block of buildings which comprise the following offices :—Colonial Secretary's Office, Ceylon Savings Bank, Audit Office, Printing Office (portion in rear of General Post Office excluded), Director of Public Instruction Office, Treasury, Record Office, Council Chamber, the number of square feet being 27,315.

4. The portion of the site of the proposed new General Post Office which will be absorbed by widening the road is marked on the tracing in yellow, and the area which will remain as the site of the proposed new General Post Office is marked in blue, the number of square feet being 26,448.

I further tabulate a statement of comparative cost of some of the principal buildings that have been erected during the last twenty years, and include the present Post Office so far as the original cost can be ascertained. It should however be remembered that large sums have been expended in alterations and additions since 1868, when the most considerable additions were made.

	Cubical Contents.	Cost. Rs. c.	Rate per Cubic Foot.
The cost of the old Post Office in 1857 was ... Rs. 33,855·37 Additions to ditto in 1868, Rs. 6,400·00	260,022		
Rs. 40,255·37	...	40,255 37 ...	15½ cents
Old Telegraph Office ...	215,370 ...	Not known ...	Not known
Proposed new General Post Office ...	1,167,825 ...	270,000 0 ...	23 cents
Museum	538,004 ...	119,994 0 ...	22¼ cents
Custom House	458,720	112,268 0 ...	24½ cents
Kandy Kachcheri	420,480 ...	114,700 0 ...	27¼ cents
Survey Office	299,804 ...	65,993 0 ...	22 cents

I am, &c.,

R. K. MACBRIDE,
Director of Public Works.

REPORT OF SELECT COMMITTEE.

7. The Colonial Secretary brought up the report of the Select Committee of the Legislative Council appointed to consider and report upon the nature of the grievances in connection with the operation of "The Gemming Ordinance, 1890," referred to in a Petition presented to the Council on December 9, 1890, and moved that it be read by the Clerk of the Council, and it was read accordingly.

PETITION.

8. The Hon. A. de A. Seneviratna brought up a Petition from certain inhabitants of Ambalangoda relative to the site of the railway station at that place, and moved that it be read by the Clerk of the Council, and it was read accordingly.

CLOSING OF SESSION.

9. His Excellency the Governor, in closing the Session of Council, said :—

HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL,

THERE being no further business before the Council, I now bring this Session to an end. The Legislative Council will re-assemble for its next Session on Wednesday, the 26th instant, and to that date the Council stands prorogued.

XLV.—1890.

PUBLIC INSTRUCTION DEPARTMENT.

REVISED CODE FOR AIDED SCHOOLS, 1891,

TOGETHER WITH

NOTIFICATION OF AMENDMENTS.

PREPARED BY

THE DIRECTOR OF PUBLIC INSTRUCTION.

Ordered by His Excellency the Governor to be Printed.

Colombo:

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1890.

CODE FOR AIDED SCHOOLS, 1891.

PRELIMINARY.

1. A sum of money is annually voted for grants-in-aid.

2. These grants are administered by the Department of Public Instruction, hereinafter called the Department.

3. The object of the grant is to *aid* local exertion, under certain conditions : (*a*) to maintain schools ; and (*b*) to train teachers.

4. Aid to maintain schools is given by annual grants to the managers, conditional upon the attendance and proficiency of the scholars, and the state of the schools.

5. No grant is made in respect of any instruction in religious subjects.

6. Officers are employed to verify the fulfilment of the conditions on which grants are made, and to report the results to the Department. For the convenience of managers the instructions of the Department, issued to these officers, will be published annually as an appendix to the rules and regulations for grants-in-aid, hereinafter called the Code.

7. These officers are appointed by Government, and are called inspectors or assistant inspectors.

8. No grant is paid except on a report from one of these officers that the conditions of the grant have been fulfilled.

9. The Department, at the time of agreeing to make grants to schools, informs the managers in what month to look for the inspector's annual visit. This month remains the same from year to year, unless the Department informs the managers of a change. Notice of the day of the inspector's annual visit is given beforehand to the managers.

10. An inspector or assistant inspector may visit any aided school at any other time without notice.

11. No undertaking should be commenced in general reliance upon aid from Government. Grants cannot be claimed for any school, irrespective of the circumstances of the case and the limits of the sum at the disposal of Government. Should a grant be refused the reason for its refusal will be communicated to the applicants.

12. As a general rule, no application will be entertained for aid to a school when there already exists a school of the same class within two miles of the proposed site, without some intervening obstacle, unless the average daily attendance for one year prior to the date of application exceeds 60. An Anglo-vernacular school will be considered as of the same class as a vernacular school.

12 *a*. Every application for the registration, change of site, or transfer of management of a school will be notified in the *Government Gazette*.

13. The proprietors of a school must appoint a correspondent with the Department, who will be hereinafter called the manager, and must give notice of any change of correspondent. Teachers cannot act as managers of, or correspondents for, the schools in which they are employed.

13 *a*. Before any grant is made to a school, the Department must be satisfied that the school is not carried on under the management of any person or persons who derive emolument from it.

14. No article in this Code shall be revoked, altered, or amended without the previous sanction of the Governor and Executive Council, and any such revocation, alteration, or amendment shall be published in the *Government Gazette*.

15. The Code shall be printed each year in such a form as to show separately all articles cancelled or modified, and all new articles since the last edition, and shall be laid on the table of the Legislative Council within one calendar month from the opening of the Session.

16. The schedules annexed to the Code, including the instructions issued to Inspectors, shall have the same effect as the articles of the Code, and shall be subject to the provisions of articles 14 and 15.

CHAPTER I.—ANNUAL GRANTS.

SECTION I.—*Preliminary Conditions.*

17. The managers of aided schools must furnish all returns that may be required by the local Government or by the Department.

18. Managers of private schools unconnected with any recognised society or public body will be required to give substantial security for the maintenance of such schools for a period of not less than three years before they can be entered on the register. A form of bond to be entered into in these cases may be obtained from the Director of Public Instruction.

19. Applications for grants must invariably be made on forms supplied for that purpose by the Department.

20. Before any grant is made to a school the Department must be satisfied that—

(*a*) Scholars are being instructed in at least two standards set forth in schedules B, D, E.

(*b*) The average daily attendance for three months prior to the application is not less than—

(*a*) *In Towns.**

Boys' school, 50 ; Girls' school, 30 ; Mixed school of boys and girls, 60.

* NOTE.—The places to be considered as towns for the purposes of this Code are as follows :—

Western Province.		*Within.*
Colombo	...	Municipal limits.
Kalutara	..	Police limits.
Negombo	...	do.
Southern Province.		
Galle	...	Municipal limits.
Mátara	...	Police limits.
Central Province.		*Within.*
Kandy	..	Municipal limits
Eastern Province.		
Batticaloa	...	Police limits.
Trincomalee	...	do.
Northern Province.		
Jaffna	...	A radius of 1½ mile from the Fort.

(*b*) *In Villages.*

In a boys' school	30
In a girls' school	20
In a mixed school of boys and girls ...	30

(*c*) *In C Schools* (*vide infra*).

In a boys' school	15
In a girls' school	10
In a mixed school of boys and girls ...	15

(*c*) The girls in a girls' school are taught plain needlework as part of the ordinary course of instruction, and that the head teacher is a female.

(*d*) Registers of admission and daily attendance are accurately kept, and that the rules for keeping school registers printed on the first page thereof are carefully carried out, and that the registers are marked every time the school meets, and that adequate time is allowed in the Time Table for marking the registers, and that the returns furnished are trustworthy, and that

(*e*) The school buildings, furniture, and apparatus are sufficient according to the requirements for registration, and in good repair.

21. Any school accepted by the Department which ceases to fulfil any of the above conditions, or which fails to earn 50 per cent. of passes at the annual examination, will, unless satisfactory reasons be furnished to the Department, be removed from the list of aided schools. If the manager wishes to revive at any time a school removed from the list, application must be made in the same form as for a new school, and such application shall have prior consideration to applications for purely new schools, if the disability for which the school was removed has disappeared.

22. Grants are made on the same terms to all practising schools attached to training schools.

SECTION II.—*Registration.*

23. Schools may be registered for grants-in-aid either as vernacular or English schools, and as primary, middle, or high schools; girls' boarding schools may be registered as Anglo-vernacular schools.

Vernacular Schools.

24. Vernacular schools may be registered as primary, middle, or high schools.

Vernacular primary schools are schools in which no scholar is presented for grant above standard V.

Vernacular middle schools are schools in which scholars are presented for examination in any standard above standard V.

No vernacular primary school will be examined as a middle school unless it has presented one or more successful candidates in standard V. at the last examination.

A vernacular middle school may include a primary school.

Vernacular high schools are schools in which scholars are instructed in classical Sinhalese, Sanskrit, Páli, or Tamil literature. Grants to such schools are only made in exceptional circumstances, and every application for such schools will be considered by the Government on its special merits.

English Schools.

25. English primary schools are schools in which no scholar is presented above standard V.

English middle schools are schools in which scholars are presented for examination in standards VI., VII., or VIII.

English high schools are schools in which scholars are presented for examination at the Cambridge local examination, or for Matriculation at the University of Calcutta or Madras, or in any of the specific subjects of examination enumerated in schedule C, subject to the conditions hereinafter laid down in clause 26.

An English middle school may include a primary school, and a high school may include middle and primary schools.

No English primary school will be examined as a middle school unless it has presented one or more successful candidates in standard V. at the last examination.

26. No school will be registered or continued as an English high school unless the Department is satisfied—

(*a*) That the teaching staff is sufficient in number and quality.

(*b*) That the managers are in a position to guarantee the stability of the school.

27. Middle and primary schools may be registered as A, B, or C schools.

A Schools.

(*a*) Before a middle or primary school is registered as an A school, the Department must be satisfied that the school buildings are expressly adapted for school purposes; that they afford sufficient accommodation, and are kept in good repair.

(*b*) That the school is not surrounded by other buildings to such an extent as to exclude light and air, and that particular regard is paid to health and cleanliness both in the persons of the pupils and in the arrangements and condition of the school premises.

(*c*) That the supply of school materials, maps, and other appliances for teaching, desks, black-boards, and other furniture, books, writing materials, &c., are in sufficient quantity and in good order.

(*d*) That the regular work of the school is conducted in an orderly and disciplined manner, and in accordance with a satisfactory time table.

B Schools.

28. Upon the report of the inspector that an A school does not fulfil these conditions, notice shall be given on form to the manager, and if at the next annual examination the requirements of the Code are not satisfied, the result payments will be made on a lower scale, the value of a pass in any standard or subject being Re. 1. The school will then be classed as a B school.

29. New schools may be accepted provisionally as B schools until the manager has time to complete new buildings and provide suitable furniture, but no school shall be allowed to remain on the B list for more than one year. After that time, if the Department is not satisfied, it will be removed.

Examination.

30. Managers of schools may claim after the annual examination—

(*a*) For every scholar presented in standards I. to VIII. a sum calculated on passes achieved according to schedules F, G.

(*b*) No grant will be allowed for any scholar who shall have received less than nine months' instruction during the twelve months immediately preceding the examination, in the school in which he is examined, or in a school under the same management, and who shall have made less than 100 attendances.

NOTE.—In reckoning nine months' instruction, the month fixed for the examination may be included. The month of admission is not to be included unless the scholar is admitted on the first school day of the month.

(*c*) At a first examination, scholars may be grouped in any standard fixed by the manager, but scholars may not be presented a second time for examination under the same standard unless they fail to pass in more than one of the first three heads. If they fail to pass in more than one of the first three heads they will be considered to have failed altogether, and no result payment can be claimed for them.

(*d*) No grant will be allowed for any scholar over twenty years of age on the day of examination, excepting in C schools and night schools.

(*e*) No grant will be made for any scholar in standard I. who is over twelve years of age, excepting in C schools and night schools.

(*f*) No scholar shall be eligible for examination unless he shall have been protected from smallpox by having previously had that disease or by vaccination.

(*g*) Schools in which the scholars presented fail to earn 20 per cent. of passes in any one of the subjects, *Reading*, or *Writing*, or *Arithmetic*, will receive result payments as B schools, excepting in the case of C schools and night schools.

(*h*) Falsification of the register will involve forfeiture of half the grant for the year, and in the case of certificated teachers the certificate will be suspended.

(*i*) Due notice having been given of the date of examination of any school, if the inspector finds that the school is not ready on the day of his visit, the expenses of the inspector's second visit will be deducted from the grant earned by the school; but the Department does not bind itself to hold a deferred examination.

(*k*) No grant can be claimed for any girl taught in a school registered as a boys' school, or for any boy over ten years of age taught in a school registered as a girls' school. No school will be examined as a mixed (boys' and girls') school unless registered as such.

(*l*) The grants will be paid, if possible, within three months of the day of examination.

C Schools.

31. Schools in outlying, sparsely-populated, and neglected districts, unable to fulfil the conditions attached to A schools, may be registered as C schools under the following regulations:—

(*a*) All scholars presented for examination without limit of attendance will receive the same grant as A schools for passes achieved, but no child can be examined twice in the same standard.

(*b*) An average daily attendance for three months of fifteen boys or ten girls, or fifteen boys and girls in a mixed school, will be accepted as sufficient in application for registration as C schools.

(*c*) In all other respects the regulations applying to A schools will apply to C schools.

INDUSTRIAL SCHOOLS.

32. Applications for grants-in-aid to industrial schools will be entertained on the following conditions:—

(*a*) The school shall teach a trade or trades to be approved by the Department.

(*b*) The workshops must be sufficiently provided with appliances for elementary instruction in the trade or trades to which the school is devoted.

(*c*) The master or mistress of each workshop must be qualified to teach his or her trade.

33. The managers of an industrial school registered by the Department may claim, in addition to the general grants, for each pupil certified to have been in regular attendance for nine months since the previous annual inspection of the school, and to have received instruction in the workshop for not less than three hours daily, a grant of ten rupees.

Form of Certificate.

I, *A. B.*, manager of the registered industrial school , certify that every pupil on this list has regularly attended this school for nine months since the date of the last annual inspection, and has received instruction in the trade specified opposite to his or her name for three hours daily on not less than 100 days.

Name.	Age.	Trade.	Number of Attendances.

GIRLS' DAY SCHOOLS.

34. In girls' day schools an allowance will be made for needlework. (Schedules F, G.)

Each girl shall be required to produce a specimen of needlework done in the presence of the Inspector, according to the following scale of Standards:—

STANDARD I.

Neat hemming.

STANDARD II.

Hemming, sewing, and felling so as to be able to make a bag; also patch-work.

STANDARD III.

The former stitches and back-stitching, to be able to make pillow-cases; also marking

STANDARD IV.

As before, and to put in a neat gusset so as to make their own jackets.

STANDARD V.

Stitches as before, also button holes and darning, and to be able to cut out a jacket.

STANDARD VI.

As in the previous standards; also to be able to cut out and make under-jackets. Knitting *may be taught in this Standard.*

STANDARD VII.

As before; also to be able to put in a neat patch and to make a little child's frock, pinafore, or shirt; knitting.

STANDARD VIII.

As before, and to cut out and make a plain shirt with yoke back and gathered sleeves put into wristbands; knitting.

GIRLS' BOARDING SCHOOLS.

35. In girls' vernacular and Anglo-vernacular boarding schools the value of a "pass" will be twice the value of a corresponding "pass" in day schools. (Schedule H, Note.)

36. When the day girls do not amount to more than one fourth of the number of boarders, their passes will be computed at the same rate as boarders. When the number of day girls is in excess of one fourth of the number of boarders, their passes will be calculated as for scholars in day schools. Applications for grants in favour of girls' vernacular boarding schools will be entertained without reference to the limitations prescribed in section 1, ¶ 20.

37. In girls' boarding schools the course of instruction may be either purely vernacular according to schedule E, or Anglo-vernacular in terms of schedule D.

CHAPTER II.

SECTION I.

Teachers.

38. No new boys' school will hereafter be accepted as a grant-in-aid vernacular A school unless the principal teacher holds a certificate or license from the Department, provided that in the case of vernacular schools desired to be established in backward districts, special circumstances may be submitted to the Department.

39. The certificates issued will be of three classes.

40. A third-class certificate will entitle the teacher to hold the appointment of principal teacher in a primary school.

41. A second-class certificate will entitle the teacher to hold the appointment of principal teacher in a middle school.

42. A first-class certificate will be given to trained teachers who hold second-class certificates only after five years' service either in the same school or in different schools under the same management: it will entitle the holder to an annual payment from Government in augmentation of salary, upon the following conditions:—

(1) That the teacher shall have passed through the full course of a Government or aided training school, and shall have passed the several examinations prescribed for such training schools.

(2) That the Inspector's report of the teacher's work for the year be a favourable one.

NOTE.—The payment from Government shall be in the form of a result payment. In schools where not less than 100 children are presented for examination, with a percentage of passes of not less than 80, the teacher shall receive a payment of 15 per cent. on the amount of grant earned by the school. In schools where the presentations for examination are not less than 50, with a percentage of passes of not less than 80, the teachers shall receive a payment of 10 per cent. on the amount of grant earned. And in schools where the presentations for examination are not less than 30, with a percentage of passes of not less than 80, the teacher shall receive a payment of 5 per cent. on the grant earned.

43. A certificate of the third class will be issued to every registered pupil teacher who has completed three years' approved service as pupil teacher in conformity with the rules of the Department: it will be issued provisionally, and confirmed after two years' satisfactory probation, either as principal teacher of a primary school or as assistant teacher of a middle school, on the certificate of the manager.

44. Provisional third-class certificates will be confirmed also after one year's training in an aided training school, provided that the holder shall have satisfied the examiners in the first year's examination.

45. A certificate of the second class will be issued to all students of a training school inspected by the Department who have completed two years' residence and passed the final examination to the satisfaction of the examiners appointed by the Department.

46. A certificate of the second class will also be issued to any holder of a third-class certificate after three years' continuous service in the same school or in different schools under the same management, on the recommendation of the manager; provided that the candidate has passed the final examination required of the students of training schools. It will be issued provisionally and confirmed after one year's satisfactory probation as teacher of a middle school, certified by the manager and the Department.

47. It shall be in the power of the Director to issue certificates of the second or third class to any teacher who holds a certificate of competency from any recognised normal school or training establishment in Europe, or in any part of the British Empire or in America.

48. Licenses will be issued to teachers in grant-in-aid schools on the following conditions:—

A.—Licenses will be of two classes. Licenses of the second class will entitle the holder to hold an appointment as head teacher in a primary vernacular school. They will be issued to candidates who passed a satisfactory examination in the following subjects:—

Reading.—Good fluent reading, with comprehension, of a vernacular newspaper, public notice, school manual, or other book or document printed in correct modern Tamil or Sinhalese.

Writing.—To write a specimen of the penmanship used in setting copies of text-hand and small-hand; dictation.

Arithmetic.—As for standard VI. of vernacular schools, with vulgar fractions.

Geography.—Ceylon and Asia.

School Management.—Teaching a standard not higher than standard IV. in the presence of the examiner. Method of keeping school registers. Examination in the Code for grant-in-aid schools.

B.—Licenses of the first class will entitle the holder to hold an appointment as head master of a middle vernacular school. They will be issued to candidates who passed a satisfactory examination in the following subjects:—

Reading.—Reading with fluency and expression from a classical vernacular book, with grammatical analysis.

Writing.—A short essay or letter; to write a specimen of the penmanship used in setting copies.

Arithmetic.—As for standard VIII.

History.—History of Ceylon.

Geography.—As for standard VIII.

School Management.—(1) To teach a class in the presence of the Inspector; (2) to answer questions in writing on the following subjects:—

(*a*) The different modes of organising a school;
(*b*) The keeping of registers; the Code;
(*c*) Notes of lessons; questions of discipline.

Annual examinations for licenses will be held at such centres as shall be found most convenient for candidates.

49. No new principal teacher shall hereafter be appointed to any vernacular boys' school in receipt of grant unless he holds a certificate or license of the Department. Provided that in the case of schools in backward or remote districts, special circumstances may be submitted to the Department.

Provided always that in the case of schools in backward or remote districts, special circumstances may be submitted, and the Governor may dispense with the required certificate or license.

SECTION II.

Pupil Teachers and Training Schools.

50. In order to enable managers to meet the future requirements of the Code by the systematic training of students for the profession of teaching, grants will be made for (*a*) pupil teachers and (*b*) training schools.

51. Pupil teachers are boys or girls selected by the manager to assist the teacher of a school in maintaining discipline, and instructing the lower classes.

52. In making this selection the manager is required only to observe the following regulations:—

(1) Before pupil teachers are submitted to the Department for registration, application must be made in the form prescribed (schedule H); they must have passed the Vth or a higher standard in Reading, Writing, Arithmetic, and at least one additional subject.

(2) Pupil teachers at the date of registration must be not less than 14 years of age, completed.

53. Pupil teachers will be registered in such schools only as satisfy the following conditions:—

(*a*) The whole school must be favourably reported on by the inspector as regards—

1.—Discipline.	3.—Premises, furniture, apparatus, &c.
2.—Instruction.	4.—Stability.

(*b*) The school must have obtained a grant as a middle school for at least three years preceding the date of application.

(*c*) To entitle a school to one pupil teacher, the average number of pupils examined for a grant during each of the three preceding years must be not less than forty; for every additional forty in average attendance during three successive years a school will be entitled to an additional pupil teacher; but not more than two pupil teachers will be registered for any school during the same year.

54. The course of studies for pupil teachers is laid down in schedules K and L.

55. Every pupil teacher presented for examination must produce a certificate from the manager of his school in the prescribed form (schedule M).

56. No pupil teacher can be presented for his first examination within nine months of the date of registration.

57. The inspecting officer examining the school for a grant will at the same time examine the pupil teacher in the subjects laid down, and will require him or her to give a lesson in his presence to one of the lower classes. If he is satisfied with the candidate's proficiency, he will sign the certificate, upon which the manager may claim a grant.

58. If a candidate fail to satisfy the inspector, he may be presented again at the next annual inspection, in the same subjects of examination, but no result-payments for a candidate who fails can be claimed at the time of failure.

59. Grants will be made for pupil teachers as follows:—

First year's Examination.

English schools, Rs. 50 + grant in full for VIth standard pass.
Vernacular, Rs. 30 + grant in full for VIth standard pass.

Second year.

English schools, Rs. 75 + grant in full for VIIth standard pass.
Vernacular, Rs. 50 + grant in full for VIIth standard pass.

Third year.

English schools, Rs. 100 + grant in full for VIIIth standard pass.
Vernacular, Rs. 75 + grant in full for VIIIth standard pass.

NOTE.—The additional grant for a pass in any standard will not be paid on account of any pupil teacher who has already earned a grant in the same standard.

TRAINING SCHOOLS.

60. Grants-in-aid will be made to vernacular training schools, for male or female teachers, under certain conditions.

61. The Department must be satisfied that—

(*a*) The staff of teachers is sufficient in number and quality;
(*b*) The managers are in a position to guarantee the stability of the school;
(*c*) There is a practising school, in which students may learn the exercise of their profession, either immediately connected with the training school or within easy reach, and under the same management.

GRANTS TO TRAINING SCHOOLS.

62. An examination of candidates for admission to training schools will be annually held in the month of December.

63. The examination will extend to all the subjects required of pupil teachers in the course of their engagement.

64. The candidates are selected and admitted to the examination by the authorities of each school on their own responsibility, subject to no other conditions on the part of the Department than that the candidates—

(*a*) Intend *bonâ fide* to adopt and follow the profession of teacher;
(*b*) Having been pupil teachers, have successfully completed their engagement;
(*c*) Not having been pupil teachers, or not having completed their engagement as pupil teachers, will be more than seventeen years of age on January 1 next following the date of examination. At each examination a certain number of successful candidates, in proportion to the number of vernacular aided schools, will be appointed Queen's scholars.

65. The number of Queen's scholarships to be competed for annually by boys is at present fixed at 5 per cent. on the number of vernacular aided boys' schools.

66. The number of Queen's scholarships to be competed for by girls is fixed at 10 per cent. on the number of vernacular girls' schools.

67. At the end of one year after admission to a training school as a Queen's scholar, an examination will be held in the subjects prescribed in schedule N, and the managers will be entitled to a grant of 100 rupees for every Queen's scholar who passes such examination satisfactorily. Queen's scholars who fail to obtain one third of the marks in reading, or in writing, or in arithmetic, will forfeit their scholarships.

68. At the close of the second year there will be a final examination, and for each successful Queen's scholar the manager will receive the final sum of 150 rupees, making up the total value of the scholarship.

CHAPTER III.

SECTION I.

Superior Instruction.

69. The assistance granted by the Department for the encouragement of superior instruction will be in the form of—

1.—Public examination.
2.—Payments on the results of examinations.
3.—Scholarships and exhibitions.

PUBLIC EXAMINATIONS.

70. The examinations conducted by the Syndicate of the University of Cambridge for local examinations, hereinafter styled the senior and junior local examinations, will be the standard of examination, and will take the place of the local examination hitherto held. No marks obtained for the subject of religious knowledge will be allowed to count in awarding the scholarships, exhibitions, and prizes referred to in this Code.

The scholarships and prizes awarded are now thrown open to all candidates, whether coming from Government and Grant-in-aid schools or not.

JUNIOR LOCAL EXAMINATION.

71. On such day in each year as may be appointed the junior local examination will be held in Colombo, Kandy, Galle, and Jaffna, and in other places if it be required and found expedient.

72. The certificates of the University will only be awarded to students who pass this examination, except in the cases otherwise provided for, if under sixteen years of age on the 1st day of January succeeding the examination. Local certificates, prizes, and exhibitions may be gained by all students under seventeen years of age on the last day of the month appointed for the examination.

73. For every candidate fulfilling the conditions of age who shall pass this examination to the satisfaction of the examiners, the manager of the school at which he has received his education will be entitled to claim for each subject in which the candidate passes a grant of five rupees.

74. A book prize will be given to every candidate for each subject in which he passes in honors.

75. Three exhibitions—one of the value of rupees 240 per annum, and two, each of the value of rupees 120 per annum, tenable for three years either at the Royal College or at any registered high school—will be awarded every year to the three best candidates who shall pass this examination.

Senior Local Examination.

76. The senior local examination will be held under the same general conditions as the junior examination, on such day as may be appointed in each year. The result payments, prizes, and scholarships will be open to candidates who have not completed their 19th year on the last day of the month appointed for the examination.

77. For every candidate fulfilling the conditions of age who shall pass this examination to the satisfaction of the examiners, the manager of the school at which he has been educated will be entitled to claim for each subject in which the candidate passes a grant of ten rupees.

78. A book prize will be given to every candidate for each subject in which he passes in honors.

79. One scholarship of the value of £150. tenable for four years, will be awarded at these examinations to the student who, having been resident in the Island for the five years next before the examination, shall pass the best examination in honors. The successful candidate will have to proceed to one of the Universities of Oxford, Cambridge, or Dublin, or to one of the Scotch Universities, or to such other place of education as shall be approved of by the Governor, and will be required to gain such certificates of good conduct and progress as are usually awarded to meritorious students.

Section II.

Specific Subjects of Secular Instruction.

80. If the time table of a school in use throughout the year has provided for one or more specific subjects of secular instruction according to the table in schedule C—

(*a*) A grant may be made for every such scholar presented in standards VI., VII., VIII., who passes a satisfactory examination in not more than two of such subjects besides drawing. The grant for a pass in stage 1 shall be Rs. 2 for each subject; in stage 2, Rs. 4 for each subject; in stage 3, Rs. 6 for each subject.

(*b*) Any scholar who has previously passed in standard VIII. may, if qualified by attendance, be presented in not more than three of such specific subjects besides drawing.

CHAPTER IV.

Vernacular Literature in English Schools.

81. English schools in which systematic instruction is given in a vernacular language and literature will be allowed to present scholars for vernacular passes in standards VI., VII., and VIII. of the subjects appointed for vernacular schools.

82. No scholar who has failed in the English part of the examination can be presented for a pass in vernacular literature, the value of which will be the same as in vernacular schools.

APPENDIX I.

Schedule A.

Schedule of Examination for Primary English Schools on a Vernacular Basis.

	Standard.	In English.				In any Language.	In the Vernacular.	
		Reading.	Writing.	Grammar.	Composition.	Arithmetic.	Geography.	History.
PRIMARY.	Standard I. ...	A few sentences from a First Book (at least thirty pages) distinctly and accurately pronounced. Corresponding words in the Sinhalese or Tamil to be known.	To form letters, small and capital, on slate or blackboard.	—	—	Notation to 999; addition orally of numbers whose sum does not exceed twenty, and subtraction of digits.	—	—
	Standard II. ...	A few sentences from a Second Book slowly and distinctly read. Corresponding words in the Sinhalese or Tamil to be known.	To copy in manuscript characters a line of print on slate or blackboard, and write from dictation a few common words. Copy-writing (single letters and large text) must be shown in this Standard.	—	—	Simple addition and subtraction of numbers containing not more than five figures. Multiplication to 3 times 12.	—	—
	Standard III. ...	Clear and intelligible reading from a Third Book. To give an oral paraphrase in Sinhalese or Tamil of what has been read.	To write from dictation words and short sentences from the Reading Book, slowly read and then indicated. Copy-writing in large round text must be shown in this Standard.	To the end of Pronouns.	To make a written translation into English of easy sentences from a Sinhalese or Tamil First Reader.	The four simple rules. Miscellaneous questions.	—	—
	Standard IV. ...	Good and intelligent reading from a Fourth Book. To explain the meaning of words in English as well as in Sinhalese or Tamil, and to give an intelligent paraphrase in the vernacular of what has been read.	To write a connected passage from the Reading Book, slowly read and then dictated. Copy-writing in small round text must be shown in this Standard.	To the end of Verbs.	To make a written translation into English of a passage from a Sinhalese or Tamil Reading Book not above the Second Standard. Such book to be brought by the Inspector.	Use of rupees and cents, bills of parcels, simple problems.	Definitions. Use of Map of Ceylon.	—
	Standard V. ...	The same from a Fifth Book.	To write about eight lines slowly dictated from the Reading Book. Copy-writing in a running hand must be shown in this Standard.	The foregoing, with Adverbs, &c., and Elementary Syntax.	To make a written translation into English from a Sinhalese or Tamil Reading Book not above the Third Standard, to be brought by the Inspector.	Reduction of common weights and measures and their application to foregoing rules, and the use of English money.	General description of figure of the Earth. Europe.	Ceylon.

NOTE.—In Grammar, the order of subjects adopted in Mason's Grammar is to be followed.

Schedule A 1.

Schedule of Examination for Middle English Schools. [Primary Classes, *i.e.*, Standards I. to V., as in Schedule A.]

Standard.	Reading. (In English.)	Writing. (In English.)	Arithmetic. (In English.)	Geography. (In English.)	History. (In English.)
Standard VI.	Good and intelligent reading from any book containing selections from good English authors, and parsing, with analysis, of a simple sentence.	To write to dictation from any newspaper or book.	Practice, simple and compound proportion.	General description of the ocean; Europe and Asia.	Outlines of English History from 1066 to 1485.
Standard VII.	Reading with fluency and expression from any newspaper or book brought by the Inspector. Parsing and analysis of a short complex sentence.	Writing from memory the substance of a short story read out twice; spelling, hand writing, and grammar to be considered.	Vulgar and decimal fractions.	General description of the earth's surface; British Empire.	Same, from 1485 to 1688.
Standard VIII.	The same, with recitation of not less than fifty lines of prose or poetry. Meaning and allusions to be known, and if well known to atone for deficiencies of memory. Parsing and analysis of prose and poetry.	A short theme or letter; the composition, spelling, grammar, and handwriting to be considered.	Interest and discount, with exercises on all the foregoing rules.	Physical and political geography of the world.	Same, from 1688 to 1815.

Schedule B.

Standards of Examination for English High Schools.

	Reading.	Writing.	Arithmetic.	Geography.	History.
Standard I.	A few sentences from a First Book (at least 30 pages) distinctly and accurately pronounced.	To form letters, small and capital, on slate or black-board.	Notation to 999, addition orally of numbers whose sum does not exceed twenty, and subtraction of digits.		
Standard II.	A few sentences from a Second Book slowly and distinctly read.	To copy in manuscript characters a line of print on slate or black-board, and write from dictation a few common words. Copy-writing (single letters in large text) must be shown in this standard.	Simple addition and subtraction of numbers containing not more than five figures. Multiplication to 3 times 12.		
Standard III.	Clear and intelligible reading from a Third Book.	To write from dictation, words and short sentences from the reading book, slowly read and then dictated. Copy-writing in large round text must be shown in this standard.	The four simple rules. Miscellaneous questions		
Standard IV.	Good and intelligent reading from a Fourth Book To point out nouns, verbs, and adjectives in passage read.	To write a connected passage from the reading book, slowly read and then dictated. Copy-writing in small round text must be shown in this standard.	Use of rupees and cents, bills of parcels, simple problems.	Definitions. Use of Map of Ceylon.	
Standard V.	Good and intelligent reading from a Fifth Book with particular regard to emphasis. Parsing a simple sentence.	To write about eight lines slowly dictated from the reading book. Copy-writing in a running hand must be shown in this standard.	Reduction of common weights and measures and their application to foregoing rules, and the use of English money.	General description of figure of the Earth. Europe.	Ceylon.
Standard VI.	The same, from any book containing selections from good English authors. Parsing with analysis of a simple sentence.	To write to dictation from any newspaper or book.	Practice, simple and compound proportion.	General description of the ocean. Europe and Asia.	Outline of English History from 1066 to 1485.
Standard VII.	Reading with fluency and expression from any newspaper or book brought by the Inspector. Parsing and analysis of a short complex sentence.	Writing from memory the substance of a short story read out twice; spelling, handwriting, and grammar to be considered.	Vulgar and decimal fractions.	General description of the earth's surface. British Empire.	Same, from 1485 to 1688
Standard VIII.	The same. with recitation of not less than fifty lines of prose or poetry. Meaning and allusions to be known, and if well-known to at one for deficiency of memory. Parsing and analysis of prose or poetry.	A short theme or letter; the composition, spelling, grammar, and handwriting to be considered.	Interest and discount with exercises on all the foregoing rules.	Physicial and political Geography of the World.	Same, from 1688 to 1815.

1.—Scholars may not be presented a second time for examination under the same standard, unless they fail to pass in more than one of the first three heads. If they fail to pass in more than one of the three first heads they will be considered to have failed altogether, and no result payment can be claimed for them.

2.—Reading may be tested in the ordinary class book, if approved by the Inspector; but the books must be of reasonable length and difficulty and unmarked. Every class ought to have two or three sets of reading books. Managers are requested to send a copy of all reading books used, to the Department, with an intimation of the standard for which they are intended.

3.—Copy-writing is to be done on paper in the presence of the Inspector.

Schedule C.

Stage.	1 Mathematics.	2 Latin.	3 Mechanics.	4 Animal Physiology.	5 Botany.	6 Drawing	7 Chemistry.	Physics. 8 Light and Heat.	Physics. 9. Magnetism, Electricity	10 Sanitation.	11 Agriculture.	12 For Girls only. Domestic Economy.	13 Book-keeping.	14 Páli.	15 Sanskrit.
First	Algebra: notation, addition, subtraction; Euclid, Book I., propositions 1 to 15 inclusive.	Grammar, to the end of regular verbs.	Elementary knowledge of the different states of matter—solid, liquid, and gaseous,—with illustrations of compressibility, elasticity, and resistance. Measures of space and time. Velocity.	The build of the human body. Names and positions of the internal organs.	Characters of the root, stems, leaves, and parts of the flower, illustrated by specimens of common flowering plants.	Freehand drawing from flat examples.	Elementary and compound matter. Illustrations of combination and decomposition in such bodies as hydrochloric acid water, oxide of mercury, and rust of iron.	General notions respecting the formation of shadows and the reflection of light, the formation of images by a looking-glass, the three modes in which heat may be conveyed from one place to another, effects of heat, expansion, melting, boiling, and evaporation.	Attraction, repulsion, and polarity as illustrated by the magnet, terrestrial magnetism, and the mariner's compass.	Chapters I. to V., inclusive, of "The Way to Health," published by the Christian Vernacular Educational Society	Chapters I. to IV. inclusive, of the Departmental Primer.	Chapters I. to IV. of Keely's Domestic Economy and general questions.	Double entry.	Declensions of nouns; conjugations of verbs; Báláwatára: combinations and nouns (sandhi and náma). Rasawáhini or Dampiyátuwáwa: first ten stories. Translation into Páli of simple sentences containing two or three words.	Combination of letters and declensions of nouns. Translation of words and sentences from a Sanskrit First Book, such as Padamanjariya.
Second	Algebra, to simple equations (inclusive). Euclid, Book I.	Irregular verbs and first rules of Syntax. Knowledge of Delectus or other first Latin reading book. Translation of simple sentences of English (three or four words) into Latin.	Elementary knowledge of force and of the conservation of energy. The parallelogram of forces. General notions of gravitation.	Circulation and respiration, and the broad structure of the organs concerned.	Structure of wood, bark, and pith, cells, and vessels. Food of plants, and manner in which a plant grows. Functions of the root, leaves, and different parts of the flower.	Freehand drawing from models.	Preparation and properties of the common gases, such as oxygen, hydrogen, and nitrogen, and chlorine. The chemical character and constituents of pure air and pure water, and the nature of the impurities sometimes found in both. The air-food of plants.	Refraction of light, appearance of objects under water, separation of white light into its components by a prism, explanation of the thermometer. The disappearance of heat in the melting of solids and the boiling of liquids.	Attraction of light bodies by rubbed sealing-wax and glass. Experimental proof that there are two forms of electricity—attraction and repulsion. Gold-leaf electroscope.	Chapters I. to IX., inclusive, of the same book.	Chapters I. to VII., inclusive, of the same book.	Chapters I. to VII. of Keely's Domestic Economy, and general questions.	—	Báláwatára: compounds (samása). The nominal derivatives (taddhita). Verbs, nouns, & adjectives; subject and object. Dampiyátuwáwa, Part II. Translation of simple sentences into Páli.	Agreement between the subject and the verb and the noun and adjective; compounds. Hitópadésa, Book I. Translation of simple sentences into Sanskrit.
Third	Algebra, to quadratic equations (inclusive). Euclid, Books I. and II. Elements of Mensuration.	The Latin Grammar, Cæsar de Bello Gallico, Book I. Somewhat longer sentences to be translated from English into Latin.	Elementary knowledge of the mechanical powers.	The organs and function of alimentation. The properties of muscle and nerve.	The comparison of a fern and a moss with a flowering plant, the formation of different kinds of fruits, the structure of a bean and of a grain of rice, the phenomena of germination.	Perspective. Candidates will be required to show a knowledge of the use of vanishing and measuring points used in horizontal planes, and to represent simple solids or objects on the ground plane in any position.	The properties of carbon as found both in inorganic & organic bodies, with elementary knowledge of the constituents of food. Differences between metallic and non-metallic bodies. Combination by weight and volume. The use of symbols and chemical formulæ.	Rudimentary explanation of the camera obscura, burning glass, magnifying glass, microscope, and telescope. Illustration of the difference of the specific heat of bodies. The causes of cloud, rain, and dew.	Construction of electrophorus, electrical machine, & Leyden jar; construction of a common battery; explanation of a thunder-storm. Action of a current on the magnet.	The whole book.	The whole book, with questions from any standard work.	The whole of Keely's Domestic Economy, and general questions.	—	Báláwatára, the whole book. Translation from a moderately difficult Páli book, such as Mahabódhivansa. Translation of more difficult sentences into Páli.	Conjugation of verbs. The nominal and verbal derivatives (taddhita & krudanta). Hitópadésa, Books II. and III. Translation of longer sentences into Sanskrit.

Schedule D.

SCHEDULE of Examination for Girls' Anglo-Vernacular Boarding Schools.

		Reading *	Writing.*	Arithmetic.*	Geography.*	History.	English Reading.	English Writing.
PRIMARY.	Standard I.	A few sentences from a First Book distinctly and accurately pronounced.	To form letters on slate or Black-board.	Notation up to 999. Addition up to 20, and subtraction of digits.				
	Standard II.	A few sentences from a Second Book slowly and distinctly read.	To write to dictation short sentences out of the reading book. Copy-writing to be shown, large hand only.	Simple addition and subtraction of numbers of not more than four figures Multiplication table to 3 times 12.				
	Standard III.	Clear and intelligib'e reading from a Third Book.	To write a connected passage from the reading book, containing two or three sentences. Copy-writing to be shown, large hand only.	Multiplication and division, with miscellaneous questions in the four rules.				
	Standard IV.	Good and intelligent reading from a Fourth Book.	Dictation from reading book Round hand copy-writing.	Use of rupees and cents, bills of parcels, simple problems.	Definitions and Ceylon.			
	Standard V.	Good and intelligent reading with questions to show comprehension of sentences read (Fourth Book.)	Dictation from reading book. Small hand copy-writing.	Reduction of common weights and measures, and their application to foregoing rules.	Same, with outlines of the World.	...	A few sentences from a First Book containing at least 30 pages, distinctly pronounced, and translated into vernacular.	Dictation from reading book —single words.
MIDDLE.	Stantard VI.	Good fluent reading with explanation from a classical work in prose.	Writing from memory the substance of a short narrative read out twice. Spelling, handwriting, and grammar to be considered.	Simple and compound proportion. Use of English money.	Asia.	...	A few sentences from a Second Reading book distinctly read and translated into vernacular.	Dictation from reading book short sentences.
	Standard VII.	The same, with addition of verse.	A short theme or letter.	Vulgar and Decimal Fractions.	Asia & Europe	Ceylon outlines of principal periods.	Clear and intelligent reading with translation into vernacular.	To write a translation from any vernacular book approved by the Department.
	Standard VIII.	Explanation of passage from a classical work, such as Ummagga-játaka.	An essay in composition.	Interest, simple and compound, and discount, with exercises on all the foregoing rules.	The World.	Ceylon.	The same, advanced proficiency.	Same, advanced proficiency.

1.—Reading may be tested in the ordinary class book, if approved by the Inspector; but the books must be of reasonable length and difficulty and unmarked. Every class ought to have two or three sets of reading books. Managers are requested to send a copy of all reading books used, to the Department, with an intimation of the standard for which they are intended.

2.—Copy-writing is to be done on paper in the presence of the Inspector.

3.—In Anglo-vernacular schools passes for Vernacular Grammar of the same value as other passes will be allowed, the subjects for Sinhalese schools being :—*Standard VI.*—Warnaritiya, pp. 29—46, or equivalent portions of the Sinhalese Grammars of Rev. S. Coles or Mr. Johannes. *Standard VII.*—Warnaritiya, pp. 25—54. *Standard VIII.*—The general application of grammatical rules to classical literature. In Tamil schools an equivalent will be accepted in any approved grammar.

4.—Under the head of "Reading" the following alternative subjects will be accepted. *Standard VI.*—To read at sight, with comprehension, a passage from a vernacular newspaper, public notice, school manual, or other book or document in correct modern vernacular, selected by the examiners. *Standard VII.*—Good fluent reading at sight, with comprehension, of a fairly-written letter or manuscript in correct modern vernacular. *Standard VIII.*—Reading a letter or document written in ordinary current vernacular handwriting.

* Vernacular.

Schedule B.

STANDARDS of Examination for Vernacular Schools.

		Reading.	Writing.	Arithmetic.	Geography.	History.
PRIMARY.	Standard I.	A few sentences from a First Book distinctly and accurately pronounced.	To form letters on slate or black-board.	Notation up to 999. Addition up to 20, and subtraction of digits.		
	Standard II.	A few sentences from a Second Reading Book slowly and distinctly read	To write to dictation short sentences out of the Reading Book. Copy-writing to be shown, large hand only.	Simple addition and subtraction of numbers of not more than four figures. Multiplication table to 3 times 12.		
	Standard III.	Clear and intelligible reading from a Third Book.	To write a connected passage from the Reading Book containing two or three sentences. Copy-writing to be shown, large hand only.	Multiplication and division, with miscellaneous questions in the four rules.		
	Standard IV.	Good and intelligent reading from a Fourth Book.	Dictation from Reading Book. Round hand copy-writing.	Use of rupees and cents, bills of parcels, simple problems	Definitions and Ceylon.	
	Standard V.	Good and intelligent reading with questions to show comprehension of sentences read (Fourth Book).	Dictation from Reading Book. Small hand copy-writing.	Reduction of common weights and measures and their application to foregoing rules.	Same, with outlines of the World.	
MIDDLE.	Standard VI.	Good fluent reading, with explanation from a classical work in prose.	Writing from memory the substance of a short narrative read out twice. Spelling, handwriting, and grammar to be considered.	Simple and compound proportion. Use of English money.	Asia.	
	Standard VII.	The same, with addition of verse.	A short theme or letter.	Vulgar and Decimal Fractions.	Asia and Europe.	Ceylon, outline of principal periods.
	Standard VIII.	Explanation of a passage from a classical work, such as Ummagga-jâtaka.	An essay in composition.	Interest, simple and compound, and discount, with exercises on all the foregoing rules.	The World.	Ceylon.

1.—Reading may be tested in the ordinary class book, if approved by the Inspector; but the books must be of reasonable length and difficulty and unmarked. Every class ought to have two or three sets of reading books. Managers are requested to send a copy of all reading books used, to the Department, with an intimation of the standard for which they are intended.

2.—Copy-writing is to be done on paper in the presence of the Inspector.

3.—In Middle Vernacular schools passes for grammar will be allowed of the same value as other passes, the subjects for Sinhalese schools being:—*Standard VI.*—Warnaritiya, pp. 29—46, or equivalent portions of the Sinhalese Grammar of Rev. S. Coles or Mr. Johannes. *Standard VII.*—Warnaratiya, pp. 25—54, or equivalent portions of the Sinhalese Grammars of Rev. S. Coles or Mr. Johannes. *Standard VIII.*—The general application of grammatical rules to classical literature. In Tamil schools an equivalent will be accepted in any approved grammar.

4.—Under the head of "Reading" the following alternative subjects will be accepted:—*Standard VI.*—To read at sight, with comprehension, a passage from a vernacular newspaper, public notice, school manual, or other book or document in correct modern vernacular, selected by the examiners. *Standard VII.*—Good fluent reading at sight, with comprehension, of a fairly-written letter or manuscript in correct modern vernacular. *Standard VIII.*—Reading a letter or document written in ordinary current vernacular handwriting.

Schedule F.

VALUE of Passes, English High Schools.

	Reading.	Writing.	Arithmetic.	Geography.	History.	TOTAL.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Standard I. ...	1 50	1 50	1 50	—	—	4 50
do. II. ..	1 50	1 50	1 50	—	—	4 50
do. III. ..	2 0	2 0	2 0	—	—	6 0
do. IV. ...	2 0	2 0	2 0	2 0	—	8 0
do. V. ...	2 0	2 0	2 0	2 0	2 0	10 0
do. VI. ...	2 50	2 50	2 50	2 50	2 50	12 50
do. VII. ...	2 50	2 50	2 50	2 50	2 50	12 50
do. VIII. ...	2 50	2 50	2 50	2 50	2 50	12 50

In girls' schools a pass in "work" is of the same value as a pass under other heads.

Schedule G.

VALUE of Passes, Primary English Schools.

	Reading.	Writing.	Grammar.	Composition.	Arithmetic.	Geography.	History.	TOTAL.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Standard I. ...	1 50	1 50	—	—	1 50	—	—	4 50
do. II. ...	1 50	1 50	—	—	1 50	—	—	4 50
do. III. ...	1 50	1 50	1 50	1 0	1 50	—	—	7 0
do. IV. ...	1 50	1 50	1 50	1 50	1 50	1 0	—	8 50
do. V. ...	1 50	1 50	1 50	1 50	1 50	1 50	1 0	10 0
VALUE of Passes, Middle English Schools.								
Standard VI. ...	2 50	2 50	—	—	2 50	2 50	2 50	12 50
do. VII. ...	2 50	2 50	—	—	2 50	2 50	2 50	12 50
do. VIII. ...	2 50	2 50	—	—	2 50	2 50	2 50	12 50

In girls' schools a pass in "work" is of the same value as a pass under other heads.

Schedule H.

VALUE of Passes, Vernacular and Anglo-Vernacular Schools.

	Reading.	Writing.	Arithmetic.	Geography.	Grammar	History.	VERNACULAR. Total.	FOR GIRLS' ANGLO-VERNACULAR. English Reading.	English Writing.	Total.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c	Rs. c.	Rs. c.
Standard I. ...	1 50	1 50	1 50	—	—	—	4 50	—	—	—
do. II. ...	1 50	1 50	1 50	—	—	—	4 50	—	—	—
do. III. ...	2 0	2 0	2 0	—	—	—	6 0	—	—	—
do. IV. ..	2 0	2 0	2 0	2 0	—	—	8 0	—	—	—
do. V. ...	2 0	2 0	2 0	2 0	—	—	8 0	2 0	2 0	12 0
do. VI. ...	2 50	2 50	2 50	2 50	2 50	-	12 50	2 50	2 50	17 50
do. VII. ...	2 50	2 50	2 50	2 50	2 50	2 50	15 0	2 50	2 50	20 0
do. VIII. ...	2 50	2 50	2 50	2 50	2 50	2 50	15 0	2 50	2 50	20 0

In girls' vernacular and Anglo-vernacular boarding schools the value of each pass is double the above sums.

In all girls' schools a pass in "work" will be of the same value as a pass under other heads.

In C schools the value of a pass is the same as the value of a pass in the corresponding standards of A schools.

Schedule I.

Form of Certificate from Managers to be forwarded to Director of Public Instruction, on registration of Pupil Teachers.

SIR,—I HAVE the honour to inform you that I have this day nominated A. B. as pupil teacher in the school, believing ( ) to be well qualified for the office in respect of health, character, habits, and parentage.

I further certify that ( ) passed the standard in Reading, Writing, Arithmetic, and at the examination of school on the day of 189

I am, &c., M. N.,

Registered this day of , 189 No. Manager.

Director of Public Instruction.

(On the reverse)

PUPIL TEACHER'S CERTIFICATE.

First Examination.

I hereby certify that has satisfied the requirements of the Code.
(Date)
Manager. Inspector.

Second Examination.

I hereby certify that has satisfied the requirements of the Code.
(Date)
Manager. Inspector.

Third Examination.

I hereby certify that has satisfied the requirements of the Code.
(Date)
Manager. Inspector.

Note.—After the third examination this certificate is to be exchanged for a provisional teacher's certificate.

Schedule K.

QUALIFICATIONS and Certificates required of Pupil Teachers in Grant-in-aid English Schools.
The conditions of registration are stated in the Code.

	General Subjects of Examination.	Additional Subjects.	School Management.	Certificates of Manager and Inspector.
First year	All subjects assigned to VIth standard	Elementary composition. Map drawing, Ceylon	To give a reading lesson to any class not higher than IVth standard	According to Form.
Second year ..	All subjects assigned to VIIth standard	Same; map drawing, Asia	To give a lesson in reading, writing, or arithmetic to any primary class	Same.
Third year ...	All subjects assigned to VIIIth standard	Same; map drawing, World	Increased skill in teaching any primary school in all standards. Written examination on duties of monitors	Same.

Schedule L.

QUALIFICATIONS and Certificates required of Pupil Teachers in Grant-in-aid Vernacular Schools.
The conditions of registration are stated in the Code.

	General Subjects of Examination.	Additional Subjects.	School Management.	Certificates of Manager and Inspector.
First year ...	All subjects assigned to VIth standard	Elementary composition. Map drawing (outlines of Ceylon and principal towns)	To give a reading lesson to any class not higher than IVth standard	According to Form.
Second year ...	All subjects assigned to VIIth standard	Same, more advanced, Ceylon in detail	To give a lesson in reading, writing, and arithmetic to any primary class	Same.
Third year ...	All subjects assigned to VIIIth standard	Same, more advanced, outlines of geography of the World	The same, with a lesson in geography. Written examination on all the duties of monitors	Same.

Schedule M.

School, 189

I hereby certify that has fulfilled the duties required of him with punctuality, diligence, obedience, and intelligence, and that to the best of my knowledge and belief his moral character has been uniformly good

Manager.

Schedule N.

QUALIFICATIONS and Certificates of Students in Grant-in-Aid Training Schools.

	Certificate.	Reading.	Writing.	Arithmetic.	Geography.	History.	School Management.
For Admission.	Certificate of Manager.	Reading with fluency and expression from a classical book with grammatical analysis.	An essay in composition.	As for VIIIth Standard.	The World.	Ceylon.	Duties of Monitors.
First year's Examination.	Same.	Same, with advanced proficiency.	Same	Same. more difficult examples.	Distribution of land and water on the earth's surface, advanced proficiency in political geography of the World.	Same, with outlines of the great events of the history of the World.	To give lessons in reading, writing, or arithmetic to a VIth standard class. Written papers on school management.
Second year's Examination.	Same.	Same, with advanced proficiency.	Same.	Same.	Advanced proficiency in physical and political geography of the World.	Same, advanced proficiency.	To teach a VIIth standard class. Written papers on school management and method.

Schedule O.

The names of the children to be examined in each standard must be entered upon a form prepared for the purpose, termed a Report Slip; each Report Slip bearing the following declaration and particulars to be signed by the manager of the school, and handed to the Inspector previously ot the examination:—

I hereby certify and declare that all the children whose names are herein entered to be examined for a grant have received not less than nine months' actual instruction in this school during the twelve months immediately preceding the date thereof; and that the conditions laid down with respect to the standard in which they are now offered for examination have been strictly complied with, and that, to the best of my knowledge and belief, no one of them has passed the examination in this or in a higher standard, in this or in any other school.

I further certify that they have all been vaccinated, or are protected from smallpox by having had that disease.

Number on List:

Average attendance for twelve months preceding the examination:

A. B., Manager.

Specimen Report Slip.

Admission number.	Number.	Name.	Age last birthday.	Date of admission to school.	Number of attendances since last examination.	Under what standard last examined.	Reading.	Writing.	Arithmetic.	Geography.	Grammar.	History.	Needlework.
				D. M. Y.									

Schedule P.

English Schools.

Complete High School.

- High School ... Senior Local Examination; Junior Local Examination; Examination in specific subjects, Schedule C.
- Middle School... VIII. Standard; VII. do.; VI. do.
- Primary School: V. do.; IV. do.; III. do.; II. do.; I. do.

Complete Middle School.

- Middle School ... VIII. Standard; VII. do.; VI. do.
- Primary School: V. do.; IV. do.; III. do.; II. do.; I. do.

Vernacular Schools.

High School. ... Classical Sinhalese or Tamil Literature.

NOTE.

The following are the amended rules for keeping registers referred to in clause 20 (*d*). The Registers of Admission and Attendance must always be kept in the school during school hours:—

Attendance Register.

The names of scholars must be entered in the Register of Daily Attendance according to their Standards each month, preserving as far as possible the same order throughout the year; and the attendance of each scholar must be marked at every meeting of the school.

The attendance required to fulfil the conditions of the Code must be one of not less than three hours, excepting in night schools, where one and a half hour will suffice.

In schools which have two sessions, morning and evening, two half attendances of 1½ hour each shall constitute a full attendance. The Registers shall be marked (*i.e.*, the marks indicating presence or absence must be filled up as given below) not less than *three hours* in schools which have one session before the close of the school, or not less than *one and half hour* before the close of each session in schools which have two daily sessions. The exact period of *three hours*, or *two exact periods of one and a half hour* each, as the case may be, *after the marking of the Register, shall be the attendance required by Government*, and the attendance of any scholar who leaves the school during this period shall then and there be cancelled by drawing a mark of erasure across the mark of presence, thus, ×.

The hour or hours for marking the Register, and the subsequent period of three hours (or period of one and a half hour) for Government attendance, *must be noted in the School Time Table, and the Time Table must, during school hours, be hung in a conspicuous part of the school.*

Registers must be marked in ink only, with no erasures or blanks; any error must be corrected in the column of "Remarks." Presence must be marked with a long stroke, thus, /, and absence with a cypher, thus, 0.

The number of attendances made by each Class or Standard must be entered at the foot of the column before the Teacher leaves the school, and the grand total must be entered at the same time.

On the occasion of a holiday, a line should be drawn down the whole length of the column for the day.

At the end of each month the Summary (which will be found at the end of this Book) must be filled up, showing (1) the number of school-days during the month (or number of sessions in schools holding two daily sessions); (2) the total number of attendances; (3) the average attendance for the month.

ADMISSION REGISTER.

When a scholar is admitted, his name must be at once entered in the Admission Register, and the necessary information entered in each column as soon as possible.

Should any doubt arise with reference to the Standard in which a child admitted from another school was last examined, the Inspector should be informed.

When a child has been absent for four months, his name shall be struck off the roll, and an entry at once made in the Register in the column headed "Date of Withdrawal." If this is regularly done, the number of children in attendance according to the Admission Register will tally with the number given in the Daily Attendance Register. If a scholar whose name has been struck off the Register is re-admitted, his original number should again be assigned to him.

☞ The attention of School Managers and Teachers is particularly invited to these rules, as they are a primary condition of a school receiving grant under section 20 (*d*) of the Code.

APPENDIX II.

INSTRUCTIONS TO INSPECTORS, AS PUBLISHED IN THE *CEYLON GOVERNMENT GAZETTE* OF NOVEMBER 7 AND 14, 1884.

Circular to Inspectors.—No. 13.

SIR,—I HAVE the honour to inform you that, being much impressed with the bad English taught in certain English schools under native teachers, I addressed the Government on the subject, proposing that no English school should, after a certain period, be accepted for a grant-in-aid unless the principal teacher held a certificate of competency to teach English.

2. The Government, however, has decided that until the consent of the managers of schools to the compulsory employment of certificated teachers has been more clearly ascertained, it is desirable not to enforce a system of certificates, and that the present system of judging only by results should be maintained; but it is added: "The examination of the schools should be carefully conducted, and the standards prescribed strictly enforced, and if the result be, as may be anticipated, to diminish the grants earned, the managers will then doubtless consult their own interest by employing a better class of teachers than they generally do at present."

3. It is therefore to be understood by you that, in the *vivâ voce* portions of examinations of English schools, you will adhere strictly to the standards laid down, and that a weak English school in a small town or village is not to be any more leniently examined than an efficient high school in a central town.

4. As regards paper work, in standards above the 5th, the examination should be conducted as far as possible on paper, and, in order to secure uniformity of examination throughout the Island, complete sets of questions will be prepared in this office, and transmitted to you every month.

5. You will therefore be good enough to send in to me at once a special list showing the dates of examination of each of the grant-in-aid English schools in your district during next year, so that the papers above referred to may be prepared by me in time.

I am, &c.,
H. W. GREEN,
Director.

Circular to Inspectors.—No. 14.

SIR,—A CASE has been brought to my notice where some boys who had previously been examined in the 1st and 2nd standards of Arithmetic and Geography in a vernacular school were again presented in the same subjects and in the same standards in the English school.

2. It is against the whole spirit of clause 31*c* of the Revised Code that a child should earn a grant twice in the same standard and in the same subject.

3. In the case in point it was urged that these subjects being taught in different languages were different subjects, but Arithmetic and Geography are the same subjects in whatever language taught, and no marks are awarded for proficiency in the language in these subjects, but correctly worked Arithmetic and correct answers to Geographical questions are all that is required. The knowledge of a language is tested and marked for under other heads.

4. You will therefore be so good as to see that no child is examined twice in the subjects of Arithmetic and Geography in the same standards by reason of a transfer from a vernacular to an English school, or from an English to a vernacular school.

I am, &c.,
H. W. GREEN,
Director.

NOTIFICATION OF AMENDMENTS.

The following Amended Articles for the Revised Code for 1891 were published for general information in the *Government Gazette* of October 31, 1890, and are incorporated in the Code :—

Code for 1890.

12. As a general rule, no application will be entertained for aid to a boys' school when there already exists a flourishing boys' school of the same class within two miles of the proposed site, without some intervening obstacle, unless the average daily attendance for six months prior to the date of application exceeds 60. An Anglo-vernacular school will be considered as of the same class as a vernacular school.

33. The managers of an industrial school registered by the Department may claim, in addition to the general grants, for each pupil above the age of ten years certified to have been in regular attendance for nine months since the previous annual inspection of the school, and to have received instruction in the workshop for not less than three hours daily, a grant of five rupees.

Schedule C, "Specific Subjects."

Amendments sanctioned for 1891.

12. As a general rule, no application will be entertained for aid to a school when there already exists a school of the same class within two miles of the proposed site, without some intervening obstacle, unless the average daily attendance for one year prior to the date of application exceeds 60. An Anglo-vernacular school will be considered as of the same class as a vernacular school.

33. The managers of an industrial school registered by the Department may claim, in addition to the general grants, for each pupil certified to have been in regular attendance for nine months since the previous annual inspection of the school, and to have received instruction in the workshop for not less than three hours daily, a grant of ten rupees.

Schedule C, "Specific Subjects."

Páli.

Stage I.—Declensions of nouns; conjugations of verbs. Báláwatára: combinations and nouns (sandhi and náma). Rasawáhini or Dampiyátuwáwa: first ten stories. Translation into Páli of simple sentences containing two or three words.

Stage II.—Báláwatára: compounds (samása); the nominal derivatives (taddhita). Verbs, nouns, and adjectives; subject and object. Dampiyátuwáwa, Part II. Translation of simple sentences into Páli.

Stage III.—Báláwatára: the whole book. Translation from a moderately difficult Páli book such as Mahabódhi-wansa. Translation of more difficult sentences into Páli.

Sanskrit.

Stage I.—Combination of letters and declensions of nouns. Translation of words and sentences from a Sanskrit First Book, such as Padamanjariya.

Stage II.—Agreement between the subject and the verb, and the noun and adjective; compounds. Hitópadésa, Book I. Translation of simple sentences into Sanskrit.

Stage III.—Conjugation of verbs; the nominal and verbal derivatives (taddhita and krudanta). Hitópadésa, Books II. and III. Translation of longer sentences into Sanskrit.

J. B. CULL,
Director of Public Instruction.

The foregoing Amended Rules for keeping Registers appearing on page 17 were published in the *Government Gazette* of August 8, 1890.

XLVI.—1890.

THE CHANKS BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance relating to Chanks."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated October 22, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance relating to Chanks":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. S. GRENIER, Attorney-General.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. P. RÁMANÁTHAN, C.M.G., }
The Hon. W. W. MITCHELL, } Unofficial Members.
The Hon. A. DE A. SENEVIRATNA, }

THE CHANKS BILL.

THE Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance relating to Chanks" have the honour to recommend—

(1) that the limits of the seas referred to in clause 9 be more accurately defined in a separate schedule;

(2) that a proviso to the general interdiction contained in clause 9 be inserted, having the effect of allowing persons to collect coral or shells in any portion of the said seas in which the water is of the depth of one fathom or less;

(3) that power be reserved to the Governor in Executive Council, by notification in the *Government Gazette*, to alter the limits so defined as aforesaid, or to exempt any portion or portions of the seas within such limits from the operation of the Ordinance;

(4) that Assistant Government Agents of districts be empowered, in the like manner as Government Agents of Provinces are by clause 10, to appoint persons to seize whatever is liable to forfeiture under the Ordinance.

2. As the Sub-Committee concur in the suggestion made by a former Committee of the Legislative Council, to whom the original draft of this Bill was referred for consideration, that a Customs duty should be levied on all chanks exported from the Island, at a rate calculated to yield approximately the revenue derived from fees and licenses, they recommend that the rate of duty should not exceed half a cent on each chank. In view, however, of the contingency of a rise in the market value of chanks, the Sub-Committee are agreed that the maximum rate in clause 4 should be fixed at one cent.

3. The Sub-Committee send herewith a copy of the Draft Ordinance showing all the amendments which they desire should be given effect to.

E. NOEL WALKER.
S. GRENIER.
G. T. M. O'BRIEN.
P. RÁMANÁTHAN.
W. W. MITCHELL.
A. SENEVIRATNA.

Legislative Council Chamber,
Colombo, November 7, 1890.

XLVII.—1890.

THE KNIVES BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance relating to the carrying and wearing of Knives."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated October 29, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance relating to the carrying and wearing of Knives":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. S. GRENIER, Attorney-General.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. F. R. SAUNDERS, C.M.G., Treasurer.
The Hon. P. RÁMANÁTHAN, C.M.G.,
The Hon. W. W. MITCHELL,
The Hon. A. DE A. SENEVIRATNA,
The Hon. T. B. PANABOKKE,
} Unofficial Members.

THE KNIVES BILL.

THE Sub-Committee appointed to report on the Ordinance relating to the carrying and wearing of Knives beg to report as follows :—

They recommend—

(1) that the definition of "knife" be amended by the omission of the words "weapon, or instrument." As the Ordinance is avowedly aimed against the practice of stabbing with knives, it appears desirable not to complicate or unnecessarily broaden the definition ;

(2) that the words " but shall not include a knife which is commonly known as a penknife " be added at the end of the definition, as they conceive that it cannot be desired to render penal the carrying of a penknife ;

(3) the transposition of the words "carry or wear" in several sections of the Ordinance, in order to remove a possible ambiguity of interpretation ; and

(4) that the Ordinance should be considered as a tentative one, and that it should in the first instance continue in force only till the end of 1893, or to the end of the session of Council, if any, at that date.

For convenience of reference, a revised draft embodying the above recommendations and other amendments of not sufficient importance to demand separate notice is appended to this report.

E. NOEL WALKER.
S. GRENIER.
G. T. M. O'BRIEN.
F. R. SAUNDERS.
P. RÁMANÁTHAN.
W. W. MITCHELL.
A. SENEVIRATNA.
T. B. PANABOKKE.

Legislative Council Chamber,
Colombo, November 7, 1890.

XLVIII.—1890.

CRIMINAL PROCEDURE CODE AMENDMENT BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883.'"

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO. Price 5 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated October 29, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883'":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. S. GRENIER, Attorney-General.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. F. R. SAUNDERS, C.M.G., Treasurer.
The Hon. P. RÁMANÁTHAN, C.M.G.,
The Hon. W. W. MITCHELL,
The Hon. A. DE A. SENEVIRATNA,
The Hon. T. B. PANABOKKE,
} Unofficial Members.

CRIMINAL PROCEDURE CODE.

THE Sub-Committee appointed to consider the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1883,'" have the honour to recommend—

(1) that clause 1 be omitted, the whole of the last proviso to section 9 of the said Code having been repealed by "The Municipal Councils' Ordinance, 1887";

(2) that in clause 219, the form of question to be addressed to the accused be amended by the substitution of the words "this court summarily" for the word "me";

(3) that clause 225 be placed before clause 224, and that it be made clear in the latter clause that the proceedings referred to therein should not be forwarded to the Attorney-General until after the Magistrate has recorded the evidence for the prosecution and the defence;

(4) that in clause 226, a provision be inserted to the effect that the Magistrate shall not convict without having previously framed a charge and explained the same to the accused;

(5) that under clause 232, the accused be allowed to explain or add to his "statements" as well as his "answers";

(6) that all persons employed in Police Courts be exempted from serving as jurors;

(7) that District Courts be authorised, at the election of the Attorney-General, to try charges under section 380 of the Ceylon Penal Code, notwithstanding that the robbery has been committed on the highway between sunset and sunrise.

(8) that in respect of any district in which sufficient panels of jurymen can be secured from any one of the three jury lists of common jurors, power be reserved to the Governor in Executive Council to order by Proclamation in the *Government Gazette* that no person shall be liable to serve as a juror more than once in such period as may be defined in such Proclamation.

2. The above amendments and others of a less important character which the Sub-Committee desire to suggest are set forth in the copy of the draft Ordinance herewith sent.

E. NOEL WALKER.
S. GRENIER.
G. T. M. O'BRIEN.
F. R. SAUNDERS.
P. RÁMANÁTHAN.
W. W. MITCHELL.
A. SENEVIRATNA.
T. B. PANABOKKE

Legislative Council Chamber,
Colombo, November 19, 1890.

XLIX.—1890.

BENGAL SECRETARIAT LIBRARY.

KALÁWEWA WATER SUPPLY.

RETURN to an Order of the LEGISLATIVE COUNCIL of Ceylon dated November 5, 1890, for—

A Return showing the Periods from March 1, 1888, to September 30, 1890, during which the Water in Kaláwewa has been above Spill-level.

(The Hon. T. N. Christie.)

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO. Price 10 cents.

1890.

KALÁWEWA WATER SUPPLY.

The GOVERNMENT AGENT, North-Central Province, to the Hon. the COLONIAL SECRETARY.

No. 226.

Anurádhapura Kachchéri,
October 28, 1890.

SIR,—IN compliance with the orders conveyed by your letter No. $\frac{1175}{01280}$ of 11th instant, I have the honour to forward a statement showing the height of water at Kaláwęwa spill from December, 1887, and one of the rainfall for 1888, 1889, and 1890.

2. In considering figures for rainfall in connection with the filling of storage tanks, it is very important to remember that the total rainfall for a year is an insecure guide. If this rainfall is distributed over several months, it is useless for tank-filling purposes; for instance, 10 in. of rain spread over a month would have little or no effect in raising the water, while, with 10 in. in a week, the tank would fill.

3. In the years under review the rainfall was both abnormally deficient in quantity, and was so distributed as to fail in supplying the tanks; the thirsty soil absorbing the small quantities which fell. This has practically been the case over the whole of what is termed "the dry zone" of Ceylon.

4. Kaláwęwa is a river-fed storage tank. Its catchment-area is so extensive that all heavy local rain tends to its rising speedily, even before the rivers begin to run. In Sessional Paper XXVII. of 1880, page 4, Mr. Winchester (District Engineer) states: "Kaláwęwa calls for no special remark beyond the rapidity with which it fills, and from what I have seen (viz., 14 ft. of water in a flood even now) the water in flood time can hardly fail to overflow it (*i.e.*, a spill of 15 ft. 6 in.) to the height of at least 10 ft. above spill level." This remark is justified by the water going 4 ft. to 5 ft. over spill in December, 1887, and flowing for three months.

5. *Owing to the abnormal drought, Kaláwęwa has not had the advantage of a supply from the rivers (two) during the years under review—i.e., since its completion.* This will be apparent from the figures which I now proceed to discuss.

6. The average rainfall registered at Anurádhapura for nineteen years is equal to 54·48 in. That at Dambulla is almost the same, with a tendency to larger quantity owing to the adjacent hills :—

	Inches.		Inches.
January	2·49	August	2·31
February	1·40	September	3·06
March	2·86	October	7·60
April	7·30	November	11·62
May	4·02	December	9 32
June	1·63		
July	0·87	Total ...	54·48

In 1888 there was a deficit of rainfall in ten months of the year, giving a total of — 13·43 in., as will be seen from this statement :—

	Inches.		Inches.
January	0·10	August	—
February	—	September	5·59
March	—	October	8·63
April	4·10	November	5·16
May	8·55	December	7·88
June	1·04		
July	—	Total ...	41·05

7. In 1889 the register of rainfall kept at Kaláwęwa is as follows :—

	Inches.		Inches.
January	0 83	August	2·23
February	--	September	7·31
March	4·33	October	5·89
April	7·68	November	4·37
May	6·58	December	4·06
June	—		
July	1·71	Total ...	44·99

Here there is a deficit of 9·49 in. and an absolute failure as regards the all-important three last months of the year, on which chiefly depends the supply of the following year. It may be noted that rain fell in ten out of the twelve months; and this distribution, as I have shown above, is useless for tank filling.

8. In 1890 the rainfall up to the end of September is 22·48 in. Of this quantity 11·84 in. (one-half) fell during ten days in April, and its supply, although not universal throughout the Province, sufficed to raise the head of water in Kaláwęwa from 3 ft. to 15 ft. 6 in., thus enabling it to fill all

the tanks below as well as the Anurádhapura storage tanks. The result was a most successful yala harvest (to which I refer later on); whereas in the kóralés which had no large tank to supply them no yala harvest was possible.

Unfortunately this partial rainfall was not sufficient to cause the rivers to flow for more than a few days.

9. Turning to the table which I annex of the head of water in Kaláwęwa, the months to which attention is necessary are April–May and October–November, and December. It will be seen that in the former the tank had an average head of 14 ft. 4 in. owing to the rainfall received in its catchment-area; for it must be remembered that owing to the abnormal drought the rivers were not running except for the first three months of 1888. This head of water sufficed for the yala crops of 1888, 1889, and 1890. In December, 1888, the head of water was 16 ft. 3 in., and hence a good maha harvest was secured in 1889. But the complete failure of the north-east monsoon in 1889 is shown both by the rainfall return and the head of water in the tank. Consequently the maha harvest was very small, and the tank was run low. But in April, 1890, there was a fall of 11·84 in. during ten days, and the tank from 3 ft. ran up to 15 ft. 6 in.

10. Having so far discussed the points mentioned in the first paragraph of your letter, I turn to the second paragraph, in which I am desired to supplement the return with "any information which would meet the implied allegation that the expensive restoration of the tank is not meeting its intended purpose, and that its utility is not commensurate with its cost."

11. As regards the utility of the tank, I have shown above that, notwithstanding the most unfavourable and abnormal seasons which have continued since the completion of the tank in February, 1888, it has provided two harvests a year in 1888 and 1889 and one harvest in 1890. The area irrigated from Kaláwęwa contains nearly one-seventh of the total population of this Province, and I think that, considering the condition of neighbouring districts, the fact that these people have had fine harvests is a very good proof that the tank has done its work.

12. Before the restoration of Kaláwęwa and its canal the taxation lists show that few, if any, of the villages obtained a yala harvest. I know of my own knowledge several villages bordering the canal (but on the upper side) which have absolutely obtained no harvest since 1887. I have been at pains to examine the taxation lists of the lands served by the Kaláwęwa works, and I find that for the yala harvests alone they have reaped crops amounting to a total of 98,000 bushels of paddy since the restoration of the tank.

13. From the same lists I have obtained the yield of these lands for the fine harvests, of which I have spoken above, and I find the total gives a yield of 261,400 bushels paddy.

14. The largest yala crop ever reaped in the villages under Kaláwęwa and Yóda-ęla has been that of 1890. This no doubt is accounted for partly by the fact that the people cultivated as much as they could, knowing that paddy was very high in price owing to the scarcity in the Northern and Eastern Provinces, and partly by an increased area brought under cultivation. This showed an awakening on the part of the people, and a satisfactory desire to benefit by the advantages which the restoration of irrigation works have bestowed on them, and to which they have largely contributed by their labour.

15. During the year under review the villagers of twenty-three villages under Kaláwęwa have purchased and asweddumised 510 acres of Crown land to be added to their fields. This is exclusive of the lands sold to settlers under the Anurádhapura tanks which are fed by the Yóda-ęla. In addition to the lands already fixed for sale on the applications from these villages, numerous deposits of survey fees for Crown land, still unsurveyed, have been made. A surveyor is at present stationed in these villages blocking out the lands applied for.

16. If inquiry be made in the district of the North-Western Province adjacent to the district irrigated from Kaláwęwa, and where similar climatic conditions exists, the distress from want of water in the years under review will be shown. It is worthy of note that in the beginning of 1887 the Kaláwęwa works were so far advanced that I was able to fill ten storage tanks in April; and in November of the same year I supplied 1,000 bushels of seed paddy to meet the distress which was then existing in the North-Western Province—a thing unknown before in the modern annals of Nuwarakaláwiya. There is now a steady flow of people from the Wanni district of Kurunégala coming to settle in villages under the Yóda-ęla.

17. I may also point out that the very existence of the town and settlement of Anurádhapura depends on Kaláwęwa, Unless the town tanks were filled from it, the lands now cleared and cultivated would relapse into jungle, and the population would probably fall to what it was in 1871 (= 702 persons), the cultivation under the town tanks being 12 acres! But during the years in question the town tanks were five times filled. A writer in one of the local papers recently gave an account of his experiences on the North road, and the extreme distress existing owing to the want of water. If he had extended his journey to any of the villages below Kaláwęwa, or to Anurádhapura, he would have found a very different state of things. One of the witnesses before the Railway Commission, if I remember rightly, testified to having exported 1,000 bushels of paddy from his Anurádhapura lands after one harvest during these years of scarcity.

18. I notice that while many shafts from the opponents of irrigation are pointed at what is called "the failure of Kaláwéwa," nothing is said regarding the existing failure of the great irrigation works in the Eastern Province during the present year. These works are admitted by all to have been successful. Sir William Gregory talks admiringly of the 20,000 acres of green paddy under them (*vide* Report, Central Irrigation Board, 1888, page 12). They are chiefly river-fed, like the Kaláwęwa works. Upon inquiry I find that they failed in 1867, again in 1879, and the failure of the present year has called for relief works and issue of seed paddy.

19. I allude to this, not as admitting that Kaláwęwa has failed similarly (for this I do not admit), for it has done its work which they have failed to do; but I desire to point out that when years of drought succeed each other, even the most successful irrigation works will fail temporarily if the drought has been prolonged enough to stop the rivers. It has been an unfortunate circumstance that such has been the case after the completion of Kaláwęwa, but it is no proof of failure. If this were so, the Eastern Province works, which in the aggregate cost as much as Kaláwęwa, are failures, and this I do not think any one will be rash enough to assert.

20. But it may be asserted that Kaláwęwa has failed because there could be no increase of cultivation; that the water now only suffices for the existing cultivation, and not even for that in bad years; and how much less would it suffice if more land were asweddumised? To meet such

objections I proceed to consider the area which Kaláwęwa is capable of irrigating with its present head of 20 ft.

21. It comprises 4,425 acres, or 7 square miles. Its cubic capacity is 1,907 million feet, and the contour is 32 miles. This would amply suffice for the irrigation of 10,000 acres of land. In average years one would reasonably expect the village tanks to fill for one harvest—*i.e.*, maha—and in such years the tank would be capable of irrigating 20,000 acres. This is considering it merely as a storage tank filled, and without taking to account the supply of the rivers which in normal years run for at least six months.

22. I have calculated the acreage now actually using water from Kálawęwa at 2,890 acres of mud land and 416 of tavalu land = 3,306 acres. Hence the tank, supposing it to fill each year, is capable of irrigating (as mere storage) three times the extent of land now open under it. This is in theory what the tank can do without supply from the rivers. But every drop of water cannot be utilised; there must be the filling of an open channel 54 miles long; the wastage by absorption in both its course and that of the channels leading to the eighty villages now connected with the Yóda-ęla; and the loss by evaporation. It is not easy to calculate what the loss would be, but even if one-third of the water be allowed for this, there remains double what is required for the land now using it.

23. Another point may be referred to, though I lay no great stress on it. On completion of Kaláwęwa the people considered it inexhaustible, knowing its water supply, and there was little or no care taken in saving the water supplied to the villages. The village tanks were filled to spill-level when half would have sufficed, and water was left flowing over fields for weeks before and after it was required. There is no doubt that there was reckless waste of water, which will in future be checked as far as possible. Mr. Dickson and subsequent Government Agents have frequently remarked on the curious fact that villagers who are eager to retain so much water in their tanks, even to risk of breaching them, having secured as much as they can, will waste it in the most reckless fashion. There is no doubt that Kaláwęwa would not have run so low had more care been taken in water-distribution. But, as I say above, this does not affect the question of its water supply, and I therefore pass on.

24. The river supply in ordinary years may safely be considered, not only as a supplement to the capacity of the tank, but as a set-off to the wastage to which I have referred. But it is clear that, although Kaláwęwa under present circumstances will assist in cultivating a very much larger area than it now does in years of *minimum* rainfall (*i. e.*, in years in which there is a deficient rainfall, but not an abnormally deficient one), yet it is taxed to its utmost in providing for two years of abnormal rainfall In this it is not different from other similar works. Not even in India can the great storage tanks be made to sustain two years' drought, except at a cost which would here be prohibitive.

25. To guard against the consequences of a drought-cycle and a *failure* of Kaláwęwa—such failure being assumed to be want of water at *any* time—but one thing is needful to make the tank practically inexhaustible: if a perennial river be linked to the course of one of the rivers which in normal seasons feed the tank, such a supply would be assured that henceforward would place the tank before reach of reproach or cavil.

26. This link is found in an ancient connection with the Amban-gaṇga. If the levels are found practicable, of which there appears to be little doubt, the work would not cost more than five per cent. on the original cost of the irrigation scheme, as the channel would be restored for from Rs. 4,000 to Rs. 5,000 per mile (say Rs. 30,000 to Rs. 40,000). However, as I shall deal with this matter in detail in a separate communication later on, I shall not further allude to it here.

27. I think I have shown that under abnormal circumstances existing from the completion of the tank, so far from having been a failure, it has proved more successful than could reasonably be anticipated. To conclude what, I fear, has been a tedious and imperfect statement, I desire to point out that my strong conviction of the benefit derived from this irrigation scheme is based on my personal knowledge of the result of the works. These were never undertaken upon the "Will-it-pay?" principle; indeed, regarding these and other connected works of irrigation, Sir J. F. Dickson expressly states: "Those who have to devise the system and commence the work must not look for immediate results; they must not even expect to see the results in their time. They must be content with the assurance that if the work is carried on steadily and persistently, then in twenty or thirty years the face of this Province will be changed."

28. I venture to speak the more unhesitatingly and boldly of the good results already achieved, and in combating "implied failure," because I am not responsible for any original recommendation of the works. They were decided on, and even commenced, before I took charge of this Province. There can therefore be no question of any attempt on my part to magnify results, or to save reputation, or to evade responsibility.

I am, &c.,

R. W. IEVERS,
Government Agent.

STATEMENTS.

A.—Statement showing the Head of Water from December, 1887, to September 30, 1890.

	1887.	1888.	1889.	1890.
January	—	2 ft. over spill	16 ft.	5 ft. 7 in.
February	—	4 in over spill	15 ft. 10 in.	7 ft. 7 in.
March	—	2 in. over spill	13 ft. 7 in.	7 ft. 5 in.
April	—	Spill-level	10 ft.	15 ft. 6 in.
May	—	19 ft. 5 in.	10 ft. 5 in.	15 ft. 11 in.
June	—	18 ft.	10 ft. 2 in.	10 ft. 11½ in.
July	—	14 ft 6 in.	8 ft. 10 in.	9 ft. 1¼ in.
August	—	10 ft. 2 in.	4 ft. 5 in.	1 ft. 3½ in.
September	—	6 ft 6 in.	4 ft. 4 in.	1½ in.
October	—	6 ft 9 in.	4 ft. 6 in.	—
November	—	7 ft. 9½ in.	4 ft. 9 in.	—
December	Water running 4 ft over spill-level	16 ft. 3 in.	5 ft. 3 in.	—

B.—Statement of Rainfall at Kaláwęwa from January, 1889, to September 30, 1890.

	1889. Inches.	1890. Inches.
January	0·83	1·94
February	—	3·31
March	4·33	1·58
April	7·68	11·84
May	6·58	0·90
June	—	1·80
July	1·71	0·32
August	2·23	0·79
September	7·31	—
October	5·89	—
November	4·37	—
December	4·06	—

L.—1890.

SECOND REPORT

ON THE

ARCHÆOLOGICAL SURVEY OF ANURÁDHAPURA.

By H. C. P. BELL, Esq., C.C.S.

Archæological Commissioner.

Ordered by His Excellency the Governor to be Printed.

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To be Purchased at the Government Record Office, Price, with Map and Plans, Re. 1.

1890.

ERRATA.

First Report (*Sessional Paper* XLIV.—1890).

Page 1, line 21, *for* "east" *read* "west."
Page 1, line 22, *for* "west" *read* "east."

Second Report (*Sessional Paper* L.—1890).

Page 4, line 13, *for* "13" *read* "10."
Page 4, line 14, *for* "8" *read* "10."
Page 5, line 16, *for* "formally" *read* "formerly."
Page 5, line 29, *omit* "from some cause not now assignable.
Page 5, last line, after "cyma" *insert* "and stepped."

ARCHÆOLOGICAL SURVEY OF ANURÁDHAPURA.

SECOND REPORT, SEPTEMBER, 1890.

EXPLORATION was steadily pursued during September, and will be carried on uninterruptedly until the north-east monsoon rains saturate the ground sufficiently to permit of excavating work being taken up at less cost and labour than in the dry weather.

2. As anticipated, the examination of areas **D, E, F**—the sketch of country some two square miles in extent lying west of the town between the Y road, the Inner Circular, and the Outer Circular roads—has been virtually completed.

This wide tract embraces the Basawakkulam and Buláṇkulam tanks, and a considerable extent of tilth and fallow land. Much of the jungle is of that exasperating nature, only to be penetrated slowly and with difficulty, beset with *daluk* and thorny scrub—the bane of barefooted and lightly clad coolies. Reaches of low slab rock crop out frequently, and add to the general appearance of barren desolation.

3. Of ruins, except at the north-east corner of **D**, and near the Miriswetiya, there are very few, and even these are comparatively unimportant, the so-called "palaces" excepted.

4. Of these some half a dozen were discovered and cleared by Sir (then Mr.) J. F. Dickson several years back, and by Mr. S. M. Burrows in 1885. One or two lie within **E, F**, but most hug the further side of the Outer Circular.

Mr. Burrows styles them "pavilions," and writes of them generally :—

"The Outer Circular road, properly so called, leaves the bund [of Tissawewa] at right angles : the first mile is devoid of ruins. Soon after the second milestone, on the left of the road, occurs the first of the (so-called) pavilions of King Dutugemunu's palace. It would perhaps be as well to confess at once that this identification rests on pure tradition, and that very little is really known about this and the four similar buildings between the 1st and 2nd milestones. They are all alike in design, varying only in size and minor details. Each of them has a main entrance facing the east, opening on to a low boundary wall about 6 ft. wide, from which small flights of steps, at the middle of the north and south sides, lead into the inner enclosure. Each pavilion consists of two square platforms, of nearly equal dimensions, raised about 2½ ft. from the ground level, the outside wall consisting of plain oblong slabs of granite ; the two sections being connected by enormous slabs, or landing stones, the largest of which weighs nearly 25 tons. In each case, the eastern platform has no sign of pillars, while the western platform has about sixteen narrow columns. Each pavilion is furnished with a pokuna, or small bathing-tank, and several annexes. It is presumed that the roof was of timber, as there are no remains of stone rafters."

It will be more advantageous to deal with these buildings as a whole after a comparative study of their ruins has aided towards more definite postulation. Certain it is that they possess a distinct individuality differentiating them from the sacred buildings grouped round the large dágabas.

Area E.

5. Bounded north by Basawakkulam tank and the Aripu road thence, east by the town, south by the Puttalam road, and west by the Outer Circular. At the south-east of extremity **E** is situated the Miriswetiya Dágaba. Mr. Burrows alludes in his Report of 1886 to the fruitless excavation undertaken on account of the Royal Asiatic Society in the hope of discovering an east chapel likely to match, if not excel, "the magnificent stone chapel or external shrine" excavated some years ago on the western side. The Dágaba is at the present time being elaborately restored by prison labour at the expense of a Siamese prince.

The ground round Miriswetiya has been cleared for a considerable time, and all ruins which exist above the surface are known. Notice of them may well stand over until a connected description of the Miriswetiya entourage can be offered with less diffidence than would be possible at present.

Area F.

6. Leaving aside the single "palace" bordering the Outer Circular, area **F** would seem to be bare, save for two or three minor ruins :—

(*a*) (i.) Just north of the Basawakkulam tank *wáné*, and close to the left of the path to Buláṇkulam, is a row of pillars, rough-wedged, and 3 ft. to 4 ft. in height, covering 46 ft. by 25 ft. of high ground.

(ii.) A few yards south are the remains of a twelve- or sixteen-pillared building, 27 ft. by 19 ft., of which the outer pillars were 10 in. square, the inner 8 in.

(iii.) Near a small grass-covered *pokuṇa* is a third set of pillars, 3 ft. in height, in four rows, 27 ft. by 14 ft., with a plain guard-stone on the east.

(*b*) By striking off the path at the Balaṇkulam spill, and winding for a quarter of a mile south-west through the jungle which skirts the tank, over patches of flat rock hemmed in by tall *daluk-gas*, four ruins of third-rate importance are reached. All have their foundation on *gal-potu*, or rock beds.

(i.) The first has a platform, 19 ft. 6 in. square, and was twelve-pillared (each 6 in. square). The shallow basement (1 ft. 8 in. deep only) consisted of a single stone course resting on the rock with a plain coping of slabs nearly 6 ft. long. The steps, 3 ft. 6 in. wide, are on the south side, and have splayed balustrades of simplest form. To the right a natural depression in the rock has been improved into a rude cistern.

(ii.) Twenty yards west is a similar ruin, 28 ft. by 17 ft., also facing south. Above ground appear only the platform cornice, rises to the steps, the plain guard-stones, and a single broken pillar (8½ in. square).

(iii.) A little further west a single course of rough stones forms a 15-ft. square, and one or two small wedged pillars lie prone.

(iv.) On the *gal-potta* adjoining stood the largest building of the four, 29 ft. by 19 ft. 6 in. The coping slabs measure 8 ft. by 2 ft. 7 in. by 8 in. Some of the pillars (7 ft. 6 in. by 7 in. square) are squared, and a few remain aslant in the sandy soil. There are fragments of tiles about, but no signs of brick. The water supply was plentiful, as, besides a small artificial rock cistern like that at (i.), a larger hollow had been enlarged, deepened, and banked up with stone to form a serviceable *pokuṇa*, 54 ft. long and 28 in. broad.

The absence of brick would lead to the conclusion that all these buildings were wall-less, and not improbably ambalams or halting-places, stone-pillared, and open to the winds but sheltered by a roof of wooden beams and tiles from sun and rain.

Area D.

7. (*a*) Returning to Buláṇkuḷam tank, and proceeding along the bund sixty yards from the spill, in the cleared chena to the right are to be seen the sites of at least seven small viháres or déwálés. These, with a *pokuṇa*, 57 ft. by 47 ft. on the north, all lie within a space of ground less than a hundred yards long. So little remains beyond pillar stumps and a few plain balustrades and guard-stones that a detailed description is impossible. All the buildings were rectangular, the two largest supported respectively on twenty-four and sixteen (8 ft. 6 in. by 7 in. square) pillars. The whole of the stone used was doubtless drawn from the tank. It is a species of disintegrated gneiss (resembling red sandstone), easily friable, of which stray boulders and humps may still be seen in Basawakkuḷam tank bearing many a trace of wedging, finished and unfinished. A stone boundary probably surrounded this *coterie* of shrines. Tamil squatters and others have long since helped themselves to the greater part.

(*b*) In the jungle south of (*a*), and nearer the spill, is a small oblong enclosure, 42 yards by 38 yards, bounded by a double line of stone, within which are the remains of a viháré, with but two annexes instead of the usual four. Viháré dimensions: 30 ft. by 19 ft., supported on sixteen square pillars, 7 ft. in height, of which the four at the outer corners (10 in. square) were two inches thicker than the rest. Two extra pillars on the east may imply that the entrance was here. The two chapels, 18 ft. 6 in. by 13 ft. 6 in., and twelve-pillared (outer 8 in., inner 7 in., square), lie south-east and south-west, and face north. Their steps have plain balustrades and terminals. Close outside the east boundary wall are twelve wedged 7-ft. pillars in three rows of four, stretching 17 ft. by 13 ft.

(*c*) Some twenty yards south of (*b*) was found an exceedingly curious quasi-cylindrical "ring" of stone, 7 ft. in diameter by 1 ft. 5 in. deep and 6½ in. to 10 in. thick, formed of six segmental slabs tenoned and morticed into one another with great closeness. Inside the slabs curve outwards convexely, whilst the exterior face is vertical, and deeply moulded in much the design of the "Kuṭṭam-pokuṇa" coping. The circle would be complete but for one slab, though two others have fallen outwards. It is not easy to conjecture the object of this stone circle, unless it was intended for the coping of a well; but inside and out the ground is on the same level. This ring will be removed to the Kachchéri grounds before it suffers further harm.

(*d*) Retracing one's steps to the Basawakkuḷam *wáné*, and following its course downwards for forty yards, a second and larger enclosed space, 216 ft. by 186 ft., has been marked out in the jungle a few yards to the left. A few pillars show the position of some of the buildings; but without clearing the entire site within the stone boundaries it is not possible to fix with any certainty the interior arrangement of the buildings here. As far as can be roughly judged, a viháré, 32 ft. by 19 ft., on twenty-four pillars, stood near the centre, as usual, with some annexes and a (?) *banagé* (46 ft. by 15 ft.) in the south-east corner.

(*e*) This uncertainty applies with even greater force to a third and still larger monastery, two hundred yards further down the *wáné* and fifty yards north. The slabs of the boundary wall (which has been cleared ready for survey, as in the case of (*b*) and (*d*), along its whole course) are of the largest size employed for the purpose in Anurádhapura, and ranged in double rows. The area embraced is virtually 100 yards square (299 ft. by 321 ft.). Within this enclosure must have stood originally more than a dozen buildings, viháres, chapels, &c., but, as with (*d*), to determine their relative positions it will be necessary to fell the whole of the thick jungle inside the four boundary walls. About the middle stood the chief viháré, 24 ft. 3 in. by17 ft., on sixteen pillars, which allowed of a central passage, 11 ft. 3 in., opposite the steps from the south. The corner pillars, like those of the viháré in (*b*), are 10 in. square and the rest 8 in. In addition have been measured four chapels of sixteen pillars (two facing east and two west); two of twelve pillars facing east; and two other buildings—perhaps *pansalas*—one sixteen-pillared, close to the eastern boundary, the other of twenty-four pillars as near the western boundary.

The monasteries (*b*), (*d*), (*e*)—especially the last—must have been of some note, as they are quite cut off from the many which throng the precincts of the Ruwanweli, Jétawanáráma, and Miriswetiya Dágabas. Further clearing and excavations may lead to their identification.

(*f*) No other ruins are to be found in D until the Laṇkáráma is approached, with the exception of a Pulliyár kóvil close to the Basawakkuḷam sluice—a sprinkling of small pillars dotting the tract of fields here and there below the tank—and a brick building near the gigantic prone monolith (27 ft. long by 2 ft. square) on the west border of the Y road.

The stone-cased and elegantly moulded basement (18 ft. square) of the original kóvil has been abandoned for a miserable mud hovel, in which a well-oiled stone *lingam*, with images of Ganesa and Káli standing on a bull's head, are now enshrined, whilst a third god has been placed beneath a tree.

(*g*) From the Y road (west branch) near the Laṇkáráma to its junction with the Outer Circular at the "Tammaṭṭan-pokuṇa," ruins abound plentifully, running back west about 300 yards.

Mr. Burrows did some clearing here at two points, the "*gal-gé*" and a "monastery" adjoining it on the south.

As there can be little doubt that all these ruins are more or less connected, it is desirable that the whole of the ground within stone boundaries should be cleared of all but the larger trees, in order that an intelligent grasp may be attained of the lie of the several ruins and their intercommunication. In this view an account of the ruins at this point will be deferred until the next report.

Area G.

8. Whilst the Siṇhalese gang has been engaged in exploring and clearing ruins in E, F, and D, a convenient distance from their village, the Tamil coolies, on leaving Toḷuvela, were directed to work northwards between the Outer Circular road and the Malwatu-oya on the east, starting from the main road at the Native Resthouse. By the end of September they had thus explored the area marked G (about two miles in length by three quarters of a mile in average breadth) as far north as a line cut from the ruined stone bridge on the path to Paṅkuliya eastwards to the Malwatu-oya. A good deal of this tract has been sold and chenaëd.

Broadly speaking, like E and F and most of D, it is almost devoid of ruins as soon as the radius of the Dágaba influence—in this instance the Abhayagiri as in E the Miriswetiya—and its monastic environment (so to speak) is once passed. Within a quarter of a mile of the Abhayagiri the sites of sacred buildings (the majority now only recognisable by their stone boundaries and pillar stumps) are clustered thick. Those bordering the roads have been, as might be expected, ruthlessly indented on for modern requirements. It may yet be possible, by a prompt survey, to ascertain with some degree of certainty the extent and position of many of these ruins, the habitation of one of the three chief Buddhistic establishments at Anurádhapura. But unless steps are taken without delay it will be hopeless to assay the task. A good deal—most indeed—of the land near the Abhayagiri is now in private hands, and the owners have not been restrained by scruples of superstition or art from breaking up and carting away wholesale boundary stones, pillars, steps, &c. —all, in short, that could be turned to profitable use. Under the circumstances, the wonder rather is that sufficient remains to allow of the *disjecta membra* being reduced to any order.

It is with the greater satisfaction, therefore, that I am able to report two interesting discoveries in the midst of a general *bouleversement* which has resulted in semi-chaos.

The first is the possible identification of the convent of the Abhayagiri Fraternity.

(*a*) About 200 yards from the Native Resthouse, on the main road to Trincomalee and Kandy, a shapeless crowd of thick stone piers, ranging from 6 ft. to 6 in. above the ground, and running down to the roadside at an awkward angle, must frequently have attracted passing attention. These piers are of disintegrated gneiss, pinkish-yellow in colour, like sandstone, and roughly squared to an average width of 1 ft. 10 in. Many bear wedge marks close to the ground, with which the substantial abutments of the neighbouring Malwatu-oya bridge may not be unconnected.*

When the piers had been freed of undergrowth, and a careful line-by-line scrutiny made with measurements, an elaborate plan of a spacious building, precisely laid out, gradually evolved itself. I annex a ground plan drawn by me to scale.

The building had a frontage of 100 ft. with a depth of 52 ft. 4 in., and at the back a bay 43 ft. 2 in. by 25 ft. 3 in. A verandah, 6 ft. wide, ran round the building inside, and cut the interior space into four rooms, (i.) the central hall, 35 ft. by 28 ft., with (ii.), (iii.), two rooms on either side (25 ft. by 23 ft.), and (iv.) a third behind (28 ft. by 18 ft.). The outer wall was strengthened by sixty-four pillars, probably bricked up; those of the inner rooms—except (iv.), which had fourteen—by twenty-two pillars. Rooms (i.), (ii.), (iii.) had six additional pillars, and (iv.) two. These may have divided the rooms into twenty-eight cells by cross walls, or have been free-standing columns as shown in the plan. The roof of the cloistered verandah was further supported at intervals by central pillars, perhaps supporting double arches. The main entrances, 11 ft. wide, were almost certainly on the east and west, though no steps are traceable above ground. A passage (21 ft. by 9 ft.) led west from the northern wing connecting it with (v.), a small room (15 ft. by 14 ft.), itself united at right angles to (vi.), a porch (15 ft. by 12 ft.), by a shorter passage (14 ft. by 10 ft.). The regular entrance into (vi.) was on the north, and there may have been a corresponding doorway into (v.) from the south. The proximity of the pillars and their bulk almost certainly prove that the building was storeyed—probably more than once; and all above the ground floor was doubtless constructed of wood. At the eastern boundary wall of the premises, 122 ft. from the main building, a roomy *maṇḍapa* facing the Abhayagiri, about 52 square, with wide steps in and out and 2-ft. square figured blocks, admitted into the convent close, immediately opposite the monastery.

No other single ruin of the magnitude is known near the Abhayagiri. It may not perhaps be rash, therefore, to regard the building as the veritable residence of the famous "Dhammaruchi brethren" who shared with the Théravádí and Jétawanáráma monks the servile deference and lavish benefactions of kings and ministers.

If this surmise be correct, a clue is at once found enabling the identification of the so-called "elephant stables" near the Jétawanáráma, and the pillared building near the Miriswetiya to be similarly fixed.

(*b*) To the west is a fair sized *pokuṇa*, once stone-faced, but with nothing of its original adornment left, except two pairs of balustrades lying at the bottom upturned, and some casual pieces of the stone side walls and coping. Probably much of the stone work lies buried.

(*c*) About fifty yards north-west of the *pokuṇa*, and abutting on the Outer Circular, were found an octagonal shaft and *puhul* capital (a type not hitherto noticed at Anurádhapura) and some narrow moulded slabs deeply morticed. These gave hope of further discovery. When the raised site, six or eight feet above ground level, and some 140 ft. in length by 110 ft. broad, had been cleared of scrub, search was rewarded by a valuable archæological "find"—a post with three rails attached, in two pieces—a genuine fragment of a structural "Buddhist railing." Fortunately the peculiar shape of the semi-convex rails had saved them from the fate of the shapely pillars of which but stumps remain in position. The tenons at both ends of the standard explained at once the purpose of the morticed slabs. Here were the rail, post, and plinth; only the coping seemed wanting. After continued search a portion of this was found, showing a few inches above ground, and close to it two slabs of a rounded basement, 10 in. in depth, as originally built at right angles to each other. This fixed the south-east corner and determined the plan of the railing which followed

* In justice to Public Works Officers it should be stated that every effort has been made, since the express orders of Government a few years back, to put a stop to the reckless resort to ruins for building stone.

the lines of the oblong site. Trial excavation brought up more pieces of rails and coping, and two additional members—a stepped sub-plinth and a low socle below the quarter-round base. There is, therefore, every reason to hope that by running a trench along the foot of the mound more of this fine railing will be unearthed, and that it may yet be possible to restore it in part to nearly its pristine form.

The railing consisted of square 8 in. standards,—the angle posts probably 10 in. by 8 in.,—3 ft. 10 in. in height, kept upright by tenons (3 in. by 2 in.) at top and bottom, which fitted mortices in the upper plinth and coping. Three lenticular rails, 13½ in. deep, project from the posts 9 in. to 12 in. The centre rail is separated 1½ in. from the upper and lower rails, and these 2 in. from coping and plinth respectively. A thin tie (1½ in. by ½ in.) strengthens the rails near their lateral extremities. The widest interspaces of the mortice holes on the plinth slabs are but 17 in., which would bring the posts within a foot of one another; some would seem to have been still closer together. The coping, rounded at top, is 8 in. deep, the upper plinth 13 in., and both are delicately moulded. The lower plinth, three-stepped (2, 2¼, 2¾ in.), is 7 in. in depth, the basement 8 in., and the socle 9 in.—all cut on their upper surface with a half-inch set to prevent the members above sagging outwards. The entire railing rested on a stone foundation, and from ground to coping was 7 ft. 6 in. in height.

Comparing it with the best known Indian examples, it follows that at Buddha Gaya in being rectangular, therein differing from the Bhárhut, Sánchi, and Amarávati rails. In unsculptured bareness it resembles the railing round the Great Tope of Sánchi, but carries simplicity even further by square, in lieu of octagonal, posts.*

The annexed drawing gives the elevation and section of each member, and a restored elevation of the whole railing—the first discovered in Ceylon.

Too few of the pillar stumps are traceable to permit of the plan of the building which the railing enclosed being so much as guessed. Speculation must await the result of excavation.

(*d*) Adjoining the Native Resthouse, are two unusually large balustrades, 8 ft. in length, with volute ends 1 ft. 6 in. in diameter, and a few broken pillars of a viháré which faces east, and must have had an importance. The outside stumps measure 1 ft. 5 in. square, those inside 1 ft. 3½ in. The terminals and steps seem to have been removed. Other stumps projecting from the ground at a slight distance from the four angles mark the site of the outlying chapels, of which that to the south-east is inside the Resthouse premises.

(*e*) A little south of the supposed Dhammaruchi monastery, across the main road, on a levelled mound, were found two carved capitals of the "pavilion" type, 1 ft. 9 in. by 1 ft. 3 in., and 9 in. at the necking to the shaft.

(*f*) A little behind must have been a building of some forty pillars, broken short, perhaps a second monastery.

(*g*) Close to the road, on a still higher level, are twelve one-foot pillars in the rough; and further east a single worked door jamb still upright.

(*h*) Beyond, near some cooly lines, is a fine "pavilion" (provisionally adopting the term *faut mieux*) of the type best known from the two near the Ruwanweli Dágaba and the "Peacock Palace." It faced west, measured 45 ft. 6 in. by 28 ft. 10 in., and followed the general arrangement of this class of building. The platform balustrades and guard-stones (*doratupálas* beneath seven-headed cobras) with bull off-sets, are half buried, but the steps have been "requisitioned" by some "Goth" loth to spare even the choicest architectural remains. These were 6 ft. 6 in. wide, and led between large and carefully carved *makara* rises to a landing slab, 10 ft. 3 in. in depth, with side sedilia. The twenty-four pillars have shafts, 5 ft. high, squared to 1 ft. 1 in., and topped by splayed capitals (2 ft. wide at top), with an ornamental band, 6 in. deep, of dwarf musicians and jesters. The pillars are ranged three and three, four deep, on either side of the central passage, 11 ft. wide. The exterior face of the outer capitals being left nearly perpendicular and bare of carving, would seem to imply that a brick wall shut in the pillars on all four sides. The interior space may have been divided into two rooms, 6 ft. by 8 ft., opening on to the central passage with a verandah, 6 ft. in width, round the building inside. The wall-plates of wood rested on square abaci, and the roof may have risen thence in the picturesque Kandyan pagoda style. Eleven pillars are upright, but only four retain their capitals.

Including the two "pavilions" north-west of the Ruwanweli, the "Peacock Palace," and that in area Y near the Jétawanárama, not more than half a dozen of these artistic structures are known. They merit special attention and correlative study, pending which no confident assumption regarding their original conformation when completed, or their precise connection with undoubtedly sacred buildings, can be put forward with any claim to reliance.

(*i*) Across, and within a few yards of, the Kandy-Trincomalee road north of this "pavilion," in chena, now private property, stood a large viháré, 46 ft. by 42 ft., on twenty-four pillars (not one intact), also facing west. The basement and all but half the guard-stones are beneath the ground. The steps and balustrades have gone the way of most of the stone in the neighbourhood. On the guard-stone faces are large conventional janitors overshadowed by nine-headed cobras, and on the off-sets bulls kneeling. Three of the connected chapels, those south-west, north-west, and north-east, can be traced. The main road has been run over the site of the fourth. They were each 24 ft. square and sixteen-pillared, with smaller terminals of janitors, under five-headed cobras, lion off-sets, and balustrades and steps in proportion. A fifth building on twenty-four pillars lay behind the south-west annexe *en echelon*.

(*j*) Twenty yards north, amidst countless broken shafts, are a large and a small "stone canoe." The sides of the larger one are constructed of six monolith slabs—four stones nearly 17 ft. in length by 2 ft. 5 in. deep, and 7 in. thick, slightly concave inside, the end slabs 3 ft. broad—giving a total exterior measurement of 36 ft. 6 in. by 3 ft. Even this massive trough has not altogether escaped the modern sledge hammer, but is not past repair.

* Mr. Burrows states (Report, Sessional Paper No. X. 1886, pp. 8, 12) that he came on a "Buddhist railing" when working at the *Nissaṇka Latá Maṇḍapaya*, "perhaps the most interesting building in Polonnaruwa." "Unfortunately it has been wilfully and extensively broken, but most of the stone posts are still standing, while on the western side two posts are left with their rails still in position, which enable us to form an excellent idea of the whole arrangement." From the measurements annexed to his Report the rail is shown to differ considerably from that just found at Anurádhapura, being rather of "post and rail" type in stone. The posts are higher (5 ft. 5 in.), though of much the same width (8 in by 8¾ in.). But the rails are both longer (3 ft. 2¼ in.), more shallow (7¼ in.), and half an inch thicker (6 in.), and the interspace run from 6 in. to 10¾ in.

As with the giant "canoe" in the Outer Circular, a smaller "boat" lies near. This has been cut out vertically inside from a single block of granite, 9 ft. by 3 ft., to a depth of 1 ft. 3 in. and a length and breadth of 2 ft. 2 in. by 7 ft. 5 in.

(*k*) Stretching north of the "canoes" for a hundred yards or more must have been a wealth of minor viháres and connected buildings attached to Abhayagiri, with nothing now above ground to distinguish them from similar ruins already described. The remains of at least a dozen were counted, huddled together—five, a viháre and annexes, due east of the Dágaba; and others probably "disappeared" when the land was chenaëd. All have suffered rough handling. It cannot but be a matter of regret that land so crowded with ruins was ever sold, or, when sold, that at least stringent conditions for the preservation of every stone *in situ* were not exacted from the purchasers and enforced.

Between the Abhayagiri Dágaba and the "Kuṭṭam-pokuṇa" no ruins have been met with in area G, excepting near the 5th mile on the Outer Circular road.

(*l*) Turning off thence due east for a quarter of a mile, a heap of stone beams, collected together ready for removal to the road, and an upright or two, hardly visible, denote that an irrigation channel—possibly a branch of the Basawakkuḷam-oya running north and south—was formally spanned at this point by a stone bridge.

(*m*) A hundred yards further, upon an elongated 20-ft. mound, apparently of brick, and rounded off on the west, are a rectangular *mal-taṭṭuwa*, 5 ft. by 2 ft. 10 in., slightly incised, another drum-like flower altar, 2 ft. 2 in. in diameter and 8 in. deep, with water-leaf carving round the side and pillared stumps, square (9 in.), and octagonal (6 in.). The mound may have been a dágaba, for the ground is depressed in the middle as though dug out at some period; but on the other hand there is little, if any, fall in the ground to the east. Some of the bricks used to face the mound are as large as 15 in. by 9 in. by 3 in., and moulded. Still proceeding eastwards, a *pokuṇa*, 29 ft. by 22 ft., is noticeable with remains of a building on its marge and others hard by.

(*n*) A few fathoms on commences a ruined causeway (recalling that in area B) which connected this *goḍella* with another some 400 yards east across the Malwatu-oya. The raised sites and the causeway in its entire length have been divested of jungle growth by my coolies. There can be little doubt that centuries back the Malwatu-oya, from some cause not now assignable, was liable to heavy floods, and that this causeway was designed to keep communication open at all times between the two viháres when the surrounding land was submerged. The causeway, 9 ft. wide, was built on three rows of wedged monolith piers (now only 3 ft. above ground), all tenoned for greater security, with cross beams and five or six longitudinal slabs, after the ancient fashion. The interspaces between the uprights lengthways was not more than 5 ft. It is remarkable that in the whole stretch of 308 yards hardly a beam or slab is left—a clean sweep, for which ashlar seekers of the present day cannot be held responsible, more especially in view of the distance of any existing road. The bi-section of the causeway occurs exactly at the middle of the river—a curious coincidence if nothing more. A few slabs and cross beams are to be seen in its bed, half covered by silt.

(*o*) On the wide *goḍella* across the Malwatu-oya are the ruins of a viháré, of twelve pillars, with four additional pillars, 3 ft. 9 in. from its angles. It faced west, and had plainly balustrated steps and terminals. Two chapels lie north-west and south-west, and between them, immediately in front of the viháré, is a small shrine, or *mura-gé*, with steps leading in and out.

(*p*) Half a mile further towards the Jaffna road, lies a small cluster of similar ruins adjoining the Mánawela fields. But exploration will not be carried on in this direction until the more promising country north of the Jétawanáráma has been first examined.

(*q*) Returning to the Outer Circular, immediately east of the 5th milestone, about two hundred and fifty yards from the road in an open chena (best reached by a branch irrigation channel), is a strange looking square building of solid brick.

Mr. Burrows is said to have examined this ruin, and there are evident signs of a partial excavation having been attempted. Unfortunately no sort of record seems to have been kept of the aspect of the building before examination of it commenced, nor of the work done. It is therefore impossible to feel sure whether the masses of brickwork piled round were deposited there when the ground was dug, or rest as they fell away from the building from time to time. Nevertheless some useful excavation was then carried out. The whole basement of the building was freed of *débris*, and a large *palu* tree, 3 ft. in diameter, which grew on the top, felled.

Nearly the whole of the upper portion of the building has fallen, and what is left of the west façade—the only one remaining, rent by fissures, devoid of much of its outline, and threatening to come down like the rest—is so incomplete, that the task of arriving at the original plan of the structure is rendered exceedingly difficult.

I have, however, after several hours of patient measurement and comparison with the brick building in area A, ventured to restore the elevation with some degree of confidence. This restoration would make the building 16 ft. 6 in. in height.

The building is 30 ft. square at base. It was faced with chunam half an inch thick, which has peeled, except in some of the niches and on a part of the basement. The basement was 4 ft. 6 in. in height, delicately moulded, and for a length of 13 ft. in the centre on the north-west and south sides protruded four inches. Above this basement was a band of masonry, 1 in. in width, between two one-inch string-courses: then an expanse of wall, 4 ft. in height, topped by a similar upper band and strings. The wall was recessed 4 in. on either side of a central projection, 8 ft. 4 in. broad, which was flanked left and right at a distance of 4 ft. 8 in. by engaged pillars (1 ft. 4 in. broad) on the same plane. Beyond these the wall retreated 10 in. and ran 3 ft. 10 in. before it reached the angles. The width of the building above the basement must therefore have been 28 ft.

The central bay was pierced by three ovoid-arch niches, 1 ft. in depth and 9 in. apart, that in the middle 2 ft. by 2 ft. 10 in., with a smaller niche of less breadth and height (1 ft. 8 in. by 2 ft. 4 in.) on either side. The niches each held a seated image of plaster formed on a brick base. Some pieces are among the collection at the Kachchéri, but are too fragmentary to afford reliable evidence that the figures were Budhistic. Vestiges of red and green colouring are traceable on the back ground of the central niche of the west front.

Between these and the engaged pillars were, in the recessed wall, two more niches of the same size as the central one. Beyond the pillars the walls were plain.

The niches and pillars seem to have been exactly repeated in an upper tier separated from the lower range by a foot of cyma moulding, and finished by a moulded cornice of the same class and depth.

The east face of the building differed from the others in lying straight along the basement and between the pillars without niches or protrusion. The difference cannot be explained by the supposition that the building was entered on the east, for no flight of steps is visible here or elsewhere. Possibly the building contains an interior chamber, only to be entered by an underground passage.

Except on the west, the brickwork has fallen or been removed to a level with the top of the lower line of niches, *i.e.* from 8 to 9 ft. from the ground. On the top of this square brick mound (the term best applicable to the present state of the building) is a small chamber, 5 ft. 10 in. square, 4 ft. 6 in. in height, flat roofed, with an interior cubical content of 3 ft. 3 in. The floor is of sand. This chamber lies 11 ft. 6 in. from the north and south face, but 10 ft. 9 in. only from the east wall: between it and the west façade is a mass of brick, in the centre of which the *palu* tree has taken root. A segment of a ring of concentric brick courses, 4 ft. in diameter with a 9½ in. square socket at the centre, induces the belief that a hollow tapering pinnacle (perhaps a diminutive *vimana*) rose from the same level as the small chamber until thrown down by the irresistible pressure of the roots.

Similar hollow brick circles exist a few yards from the south and east sides of the building, and possibly on all, though now hidden under *débris*.

On the north-west and south sides, against the basement wall, are stone flower altars, 6 ft. 6 in. by 2 ft. 6 in. by 7 in. incised, and evidently akin to that on the *godella*.

Nothing is known of this building by tradition. Its age and object must remain an interesting puzzle towards the solution of which sufficient data are not at present available.

(*r*) It was without doubt in some way connected with a well-built viháré, situated 80 yards to the north, and fronting it. The moulded stone revetment of the viháré platform is all but hidden below ground, as are the steps and the greater part of the carved guard-stones.

These bear customary janitors with elephants on their off-sets instead of the more usual bulls and lions. The viháré, 36 ft. 6 in. in length by 28 ft. 9 in. broad, was built on twenty-four smoothly squared pillars (10 in. by 10 in.) and flattened at a height of 8 ft. 6 in. to receive wooden wall-plates and beams. Nine still stand erect. The central passage was 11 ft. 2 in. broad. The walls were probably bricked up. A *pokuṇa* with traces of plain stone facing and steps, a *mutra-gala*, and some wedged pillar stumps are the only other relics of this temple.

As no ruins were discovered in G, between the 5th mile and the "Kuṭṭam-pokuṇa," I decided to temporarily withdraw the coolies from exploring north-east of the path from the latter to Paṇkuliya.

9. The progress northwards is well defined by a line cut due east to the Malwatu-oya from an ancient stone bridge impinging on the above path, and within 300 yards of the "Kuṭṭam-pokuṇa." This bridge stretches east and west over an ela or old irrigation channel, 108 ft. between its abutments, and is in a very good state of preservation. Of the seventeen spans, eleven bear their transverse beams (9 ft. 6 in. by 1 ft. square) and many of the slabs. The average width of the bridge was 8 ft., made up of five or six slabs closely laid.

The channel has silted up to within 3 ft. 6 in. of the platform at the centre. It would be possible to replace every stone in position without much difficulty.

10. The work of exploration is now proceeding in the area marked H, about half a mile broad, bounded on the east and west by the path to Paṇkuliya and Galkaḍawala, north by a line run through the forest due east and west, uniting the paths, and south by the Outer Circular road between the "Kuṭṭam-pokuṇa" and "Tammaṭṭan-pokuṇa."

MIHINTALÉ.

11. Between September 13 and 17 I accompanied the Government Agent (Mr. R. W. Ievers) to Mihintalé, in order to familiarise myself with the ruins which stud the several hills and the ground at their base.

There is a good deal of archæological work still to be done at this place, so closely connected with the sacred history of Anurádhapura. The hills are honey-combed with countless cave-dwellings of recluse priests, and rock inscriptions abound. Many of these have a distinct palæographic value, exhibiting the gradual transition from the Asóka character to a less ancient type, and are not without historical record of royal donors by whom these saintly habitations were prepared and bestowed on the priesthood.

Dr. Müller has given only eight of these inscriptions in his work.

I propose, if possible, to devote a week or two later on to an examination of the caves and ruins at Mihintalé, which have suffered the natural fate of comparative neglect from the proximity of the far more extensive and attractive ruins of Anurádhapura.

KANADARÁ.

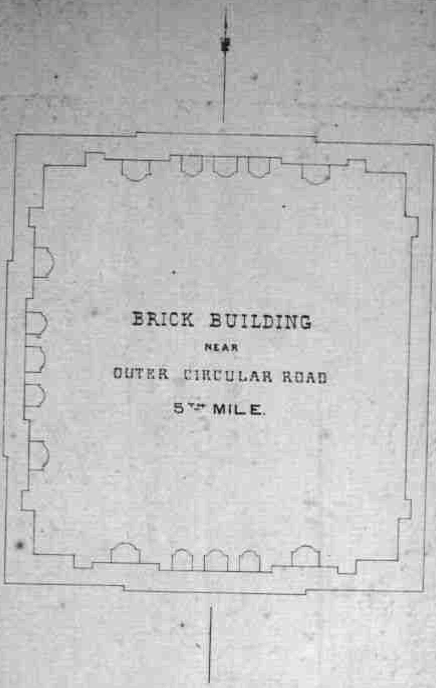
12. We took the opportunity of visiting the old granite bridge over the Kanadará-ela recently discovered. It lies six miles from Mihintalé and four off the Trincomalee road.

By the courtesy of the Provincial Engineer (Mr. A. Murray), I am enabled to forward a detailed plan of this fine ancient stone viaduct, the most perfect example known.

It ran north and south, and consisted of fourteen spans, of which the only one broken adjoins the northern abutment. The road-way of the bridge varies from 8 ft. 6 in. to 10 ft. in width, across the three uprights, and was formed of seven horizontal slabs laid across the three centre, and two end spans, and of six slabs elsewhere. The piers average about 12 in. by 9 in. in thickness, and at the deepest point are 5 ft. 6 in. out of the ground.

H. C. P. BELL,
Archæological Commissioner.

October 22, 1890.



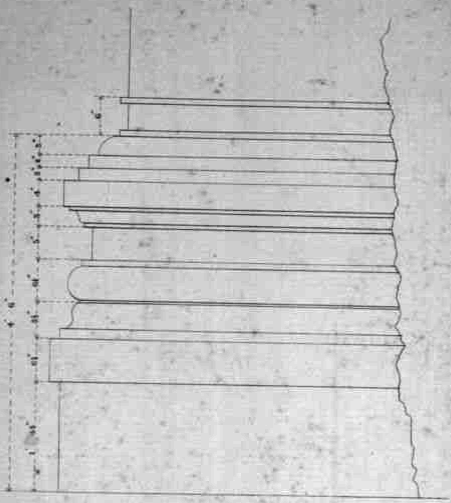
PLAN
AT LEVEL
OF LOWER NICHES.

SCALE 1/8TH INCH TO ONE FOOT

BRICK BUILDING

at 5th. Mile on Outer Circular Road.

BASEMENT ELEVATION.



Scale 1 Foot to an Inch = $\frac{1}{12}$

LI.—1890.

THE LOCAL BOARDS' BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance relating to Local Boards."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated November 26, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance relating to Local Boards":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. S. GRENIER, Attorney-General.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. R. W. D. MOIR, Government Agent, Central Province.
The Hon. P. RÁMANÁTHAN, C.M.G.,
The Hon. W. W. MITCHELL,
The Hon. A. DE A. SENEVIRATNA,
The Hon. J. J. GRINLINTON,
} Unofficial Members.

THE LOCAL BOARDS' BILL.

THE Sub-Committee appointed to report on "An Ordinance relating to Local Boards" have the honour to recommend—

(1) That the authority given by section 4 of the principal Ordinance to the Government Agent be extended, so as to enable him to delegate not only his powers but also his duties to the Assistant Government Agent or to some other person duly appointed in writing.

(2) That the unofficial members appointed by the Governor do cease to hold office at the same time as the elected members, but that they be eligible to be re-appointed.

(3) That Local Boards be authorised to contribute towards such purposes of public recreation as may be approved by the Governor in Executive Council.

(4) That all lakes and streams, not being private property, within the limits of a town be vested in the Local Board.

(5) That the following be added to the purposes for which by-laws may be made: (i.) for levying fees for and regulating the grazing of cattle on waste and public lands, and (ii.) for protecting fish, game, and wild birds, and regulating the use of firearms.

(6) That the maximum water-rate be fixed at six per centum.

(7) That power be reserved to the Governor in Executive Council to exempt, either wholly or partially, from the water-rate any premises not sufficiently supplied with water.

(8) That the Chairman of the Local Board be empowered to issue butchers' licenses within the limits of the town.

(9) That as regards loans, two and not five per cent. of the sums borrowed be annually set apart as a sinking fund.

(10) That provision be made to guard against any assessment or valuation or demand of any rate or tax being impeached for want of form.

2. The Committee also recommend that all lands within Local Board limits which now are or which may hereafter be taxed under any other Ordinance be exempted from the police tax and the assessment rate leviable under this or the principal Ordinance, but that the houses and buildings on such lands be not so exempted.

3. The amendments required to give effect to the above recommendations are shown in the copy of the Draft Ordinance herewith sent.

E. NOEL WALKER.
S. GRENIER.
G. T. M. O'BRIEN.
R. W. D. MOIR.
P. RÁMANÁTHAN.
W. W. MITCHELL.
A. SENEVIRATNA.
J. J. GRINLINTON.

Legislative Council Chamber,
Colombo, December 8, 1890.

LII.—1890.

BENGAL SECRETARIAT LIBRARY.

MUNICIPAL COUNCILS' AMENDMENT BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887.'"

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated November 26, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887'":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. S. GRENIER, Attorney-General.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. R. W. D. MOIR, Government Agent, Central Province.
The Hon. P. RÁMANÁTHAN, C.M.G.,
The Hon. W. W. MITCHELL,
The Hon. A. DE A. SENEVIRATNA,
The Hon. J. J. GRINLINTON,
} Unofficial Members.

MUNICIPAL COUNCILS' AMENDMENT BILL.

THE Sub-Committee appointed to report on the Draft Ordinance entitled "An Ordinance to amend 'The Municipal Councils' Ordinance, 1887,'" beg leave to recommend that the Ordinance be amended in conformity with the revised draft hereto annexed.

2. The Ordinance so amended will afford facilities for the more convenient despatch of Municipal business, and will therefore be found useful; but it does not touch any of the larger amendments which, in the opinion of many, are required in the principal Ordinance. A satisfactory settlement of these larger amendments will demand time and careful treatment, but the Sub-Committee have no doubt that when the Municipal Councils have formulated their desires in regard to them, the Government will give their representations its attentive consideration. In the meanwhile the Sub-Committee think it may prove of advantage to refer here to two points which, though not strictly within their purview, were considered by them in the course of their deliberations, and in regard to which there appears to have been elsewhere some misapprehension. The first is, that it is beyond question the law that the Chairman being a member of the Municipal Council, it is not competent to the Governor, under the 10th section of the principal Ordinance, to nominate a larger number of members, including the Chairman, than the number of elected members; and the second point is, that the Chairman is bound to give effect to all resolutions that are *intra vires*, and that are lawfully carried by a majority of the Council.

E. NOEL WALKER.
S. GRENIER.
G. T. M. O'BRIEN.
R. W. D. MOIR.
P. RÁMANÁTHAN.
W. W. MITCHELL.
A. SENEVIRATNA.
J. J. GRINLINTON.

Legislative Council Chamber,
Colombo, December 6, 1890.

LIII.—1890.

SUPPLY BILL, 1891.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 15 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated October 29, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1891":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. F. R. SAUNDERS, C.M.G., Treasurer.
The Hon. A. R. DAWSON, Government Agent, Western Province.
The Hon. P. RÁMANÁTHAN, C.M.G.,
The Hon. W. W. MITCHELL,
The Hon. T. N. CHRISTIE,
The Hon. A. DE A. SENEVIRATNA,
} Unofficial Members.

EXTRACT from the Minutes of the Legislative Council dated November 12, 1890.

Resolved,—That the name of the following gentleman be added to the Sub-Committee on the Supply Bill for 1891:—

The Hon. J. J. GRINLINTON, Unofficial Member.

SUPPLY BILL, 1891.

ESTABLISHMENTS.

THE Sub-Committee notes the gradual increase of Establishments since 1885. The expenditure in that year was Rs. 4,405,679, in 1886 Rs. 4,481,381, in 1887 Rs. 4,637,020, and in 1888 Rs. 4,655,003. For 1889 the Council voted Rs. 4,778,778, and for 1890 Rs. 4,893,835. The amount submitted for 1891 is Rs. 4,974,808. The increase therefore since 1885 is Rs. 569,129.

The difference between 1890 and 1891 is Rs. 80,973, principally in increases under the following heads :—

	Rs.		Rs.
Railway	19,104	Customs Department ...	2,330
Secretariat	13,346	Prisons	2,160
Colombo Harbour	12,200	Public Works Deparment ...	2,005
Postal and Telegraph Department ...	9,831	Treasurer, for Village Tribunals ...	2,000
Medical	8,183	Botanic Gardens	1,500
Courts of Requests	4,910	Agent, Central Province ...	1,410
Attorney-General	4,562	Agent, Province of Uva ...	960
Public Instruction	2,894	His Excellency the Governor ...	700
Forest Department	2,597	Colonial Store	600
Police	2,440	Audit Office	500

while there have been decreases of Rs. 1,270 in two of the Agencies, Rs. 8,000 in Grain Commission, Rs. 1,250 in the District Courts, Rs. 2,626 in the Registration Department, and Rs. 1,086 in Crown Agents.

The Sub-Committee would now proceed to comment upon the above items in the usual order of the Estimates.

They find that the increase of Rs. 13,346 in the Secretariat is mainly due to the increased allowance of Rs. 500 to four of the Cadets on passing the first examination, and to the appointment of four Ceylonese gentlemen as Acting Cadets. The salaries of the latter were provided for 1889 and 1890 by supplementary votes, but for 1891 the amount required has been included in the regular Estimates. **Secretariat.**

There has been a re-arrangement of the salaries of clerks in the Secretariat, but the total has not been altered.

The increments allowed to the Assistant Government Printer, the Second Assistant, and the Foremen are in consequence of existing agreements between them and the Government. **Printing Branch.**

The Assistant Auditor-General receives an increment of Rs. 500, as sanctioned by the Council upon a recommendation of the Committee appointed to report upon the Governor's Message dated May 16, 1890. **Audit Office.**

The increase under this head is due to the temporary provision for an Agricultural Instructor for the experimental garden at Nildandahinna for six months, at Rs. 40 a month, and to the appointment of the Ratémahatmayá and President of the Village Council of Tamankaduwa to the Dissávaship of Mátalé on the same salary as he drew previously in connection with the two offices named. The Sub-Committee understand that the latter appointment is a tentative measure of administration. **Agent, Central Province.**

An extra clerk at Galle is found necessary to register title deeds, for a period of six months only, at Rs. 30 per mensem. **Agent, Southern Province.**

The salary of the Ratémahatmayá of Pannawa Pattu has been justly raised from Rs. 180 a year to Rs. 360, in view of the increasing importance of the division, and in order to avoid the anomaly of the officer receiving only half of what other Ratémahatmayás receive in that part of the country. **Agent, Eastern Province.**

The Kórála of Kadukkulam kóralé being the only headman in the Trincomalee District who does the work of Kórála or Udayár without pay, it has been thought desirable to vest the office with the usual allowance of Rs. 180 a year.

An officer from the Fiscal's Department has been transferred to the Puttalam kachchéri as extra clerk. His pay, Rs. 360, appears associated with this post instead of with his former post. **Agent, North-Western Province.**

The interpreter to the Government Agent, drawing Rs. 1,000 a year, has, at the request of the Government, been appointed Revenue Officer of Tamankaduwa on Rs. 1,220. When the special work entrusted to him is finished, he will revert to his usual office. He will also hold the office of President on a salary of Rs. 780. **Agent, North-Central Province.**

In consequence of the increased responsibilities thrown on the chief clerk since the raising of the Assistant Agency to an Agency, the Government have sanctioned an increase of Rs. 300 to that office on the repeated recommendation of the Agent and the Auditor-General. **Agent, Province of Uva.**

The Sub-Committee see no reason, however, for raising the salaries of the second, third, and fourth clerks also.

The chief clerk of the Ratnapura kachchéri has been allowed an increase of Rs. 300 for the same reason as that assigned in respect of the chief clerk of the Badulla kachchéri. **Agent, Province of Sabaragamuwa.**

Public Works Department.

The increase of Rs. 2,005 in this Establishment is due to a personal increase of Rs. 1,000 which is considered to have been earned by the Factory Engineer, to an increment of Rs. 55 which the Government are pledged to grant (upon agreement) to the Factory Assistant Engineer, to the necessity of furnishing the new Provincial Engineer's Office at Ratnapura with a clerk at Rs. 350, and to the supplying of another Provincial Engineer with a draughtsman at Rs. 600.

Survey Department.

The Rs. 200 allowed to the Trigonometrical Assistant is also an increment by agreement.

Customs Department.

As regards the proposal of the Government to restore the salary of the Principal Collector of Customs to the rate which the holder of this office drew before its temporary union with that of Treasurer in 1882, the Sub-Committee recommend that the increase should be allowed only upon the basis that a corresponding amount be paid annually into the Treasury from the fees levied. The Sub-Committee are further of opinion, from information received, that it appears a question for consideration of Government whether the overtime attendance is not unnecessarily frequent and long, and the disproportion of the fees thus earned by officers to their salaries does not suggest an amendment of the rules and scale.

The Rs. 600 required for the relieving officer under the head of "Outdoor Department" is only a transfer from the lump vote assigned to tidewaiters, &c. For 1890 the Council voted Rs. 6,000 for extra clerks, landing waiters, tide surveyors, &c., payable at certain daily rates, but for 1891 Rs. 5,400 is taken for this purpose, and the remaining Rs. 600 set down as regular salary to a permanent relieving officer.

Master Attendant, Galle.

A better class of light having been established at Galle, a superior lighthouse-keeper with an additional pay of Rs. 650, as well as an assistant at Rs. 360, have become necessary.

Two coolies at Rs. 180 each are also required to help the lighthouse-keeper instead of the assistant keeper at Rs. 120.

Postal Department.

An increment of Rs. 1,000 to the Assistant Postmaster-General, as a personal allowance owing to long service and increase of work, is recommended by the Government. The salary proper to the office will be Rs. 4,500. Its incumbent, Mr. Vane, has, however, drawn Rs. 5,000 since 1883. As he has done good service to the Department, and is not allowed to receive payment for overtime work, the Sub-Committee think it advisable to pass the vote.

The Council sanctioned for 1890 an increase to the Assistant, Postal and Telegraph Department, of Rs. 750 for nine months of that year. At the same rate, Rs. 1,000 for the twelve months of 1891 is now asked.

On the urgent representation of the Postmaster-General, the Second Additional Money Order and Parcel Post Clerk has been recommended for an increment of Rs. 48; Accountant, Money Order Branch, Rs. 48; and Chief Clerk, Post Office Savings Bank, second clerk, Post Office Savings Bank, and each of the two additional clerks in the Money Order Department, Rs. 60 each.

The growth of the Postal system has necessitated the appointment of seven additional Postmasters at an aggregate cost of Rs. 1,704, and of five postmen at a cost of Rs. 912.

So, in the Telegraph Branch, a few more Telegraph Masters, Signallers, linemen, and office coolies have become necessary at an additional cost of Rs. 5,616.

Grain Commission.

Rs. 8,000 to a temporary Commissioner is not necessary for 1891. The Sub-Committee pass the vote of Rs. 14,400 for the Chief Commissioner, in the hope that it may not be necessary, as implied in the Governor's Message, to expend even that sum.

Botanic Garden.

An increase of Rs. 1,000 is recommended by the Government to the Director in consideration of his services and high scientific attainments. The Committee accept the recommendation, on the distinct understanding that all payment in excess of Rs. 5,500 is to be considered personal to Dr. Trimen.

A personal allowance of Rs. 500 to Mr. Nock is passed, having been allowed by special vote of Council in March last in consideration of his visiting Badulla and superintending the gardens there.

Colombo Museum.

For purchase of cases it is not necessary to repeat for 1891 the vote of Rs. 2,380 sanctioned for 1890. The Sub-Committee willingly recommend the very modest provision for the preservation and translation of Dutch records.

Judicial: Attorney-General.

Pending a re-organisation of the Attorney-General's Department, it is proposed to give by way of increase to the Office Assistant Rs. 500 and to the Crown Counsel of the Northern, Southern, Western, and North-Western Circuits Rs. 1,000 each, but some of the Sub-Committee are unable to endorse the view that the Office Assistant to the Attorney-General should have any increase.

As regards the increment to the Crown Counsel of the Northern and Southern Circuits, who now draw Rs. 4,000 each, Messrs. L. Nell and Charles Hay have served the Government as Deputy Queen's Advocates and Crown Counsel for more than twenty years on the same salary without any increase at all. The Sub-Committee recommends each of those officers for a personal allowance of Rs. 1,000; and thinking that the salary attached to the offices of Crown Counsel for the Western and North-Western Provinces is quite inadequate, considering the responsible duties associated with them, is in favour of an increase of a like amount.

The total increase will thus be Rs. 4,000 instead of Rs. 4,500. They make these recommendations especially in view of the fact that it is represented to them that the additional provision will be required only until a vacancy in the Department admits of the re-organisation being effected.

Courts of Requests.

Rs. 1,000 as supplementary votes to each of the Acting Commissioners at Balapitiya and Máráwila is not required, but for the Acting Commissioners of Jaffna, Pánaduré, Paṇwila, and Point Pedro Rs. 3,750 is required to supplement the half-salaries of acting officers to bring them up to the minimum of Rs. 3,000. The Sub-Committee further recommend an addition of Rs. 450 to bring the salary of the Acting Police Magistrate of Mátara up to Rs. 3,000.

Treasurer: Village Tribunals.

The Rs. 2,000 proposed to be voted to the Treasurer is in relief of such Village Tribunal funds as cannot fully meet their expenses.

Registrar-General.

There is an apparent reduction of Rs. 500 due to the proper provision being made for the salary actually attached to the Registrarship of Galle; and under the head of Contingencies the sum of Rs. 3,796 voted for 1890 for extra clerks, bookbinders, furniture, &c., has been reduced by Rs. 719 for 1891.

Various alterations in the pay of masters appear in the Estimates. Many primary teachers have been newly appointed in different Provinces, and small additions to pay have been granted to a few of the existing teachers. Reductions have also been made by re-distribution of work. Public Instruction.

Four mistresses at Rs. 240 each are required for starting a Mohammedan girls' school in Colombo. The Sub-Committee gladly support the Government in their efforts to encourage education among Mohammedan girls. A similar vote will be required for 1892 also, at the end of which year it is hoped that the Mohammedan community will be able to maintain the school by means of their own resources. The Mohammedan mistresses are expected to arrive from Bombay to take charge of the school early next year.

The Sub-Committee strongly approve of the recommendation which has been made by the Government for the establishment of a Technical Institute in Colombo, and for the appointment of a Superintendent therefor. The services of a competent officer may, it is hoped, be secured for Rs. 5,000 per annum, and the Sub-Committee readily agree to the addition of provision therefor.

Owing to extension of hospitals two new Sub-Assistant Colonial Surgeons, a clerk for the Civil Medical Stores, and three packers for distributing such stores, are required, their salaries amounting to Rs. 4,164. Medical.

The number of vaccinators in the Northern and Southern Provinces and the Province of Uva has been increased, with an additional cost of Rs. 939.

The remuneration allowed to private medical practitioners and vaccinators employed during the prevalence of epidemics, and in the absence of Government Medical Officers, shows an increase of Rs. 2,000, but this should obviate the supplementary votes usually taken in past years.

Rs. 400 has been added to the vote for animal vaccination in order to provide for the purchase and keep of four calves, instead of two per month, for inoculation and drawing of vaccine matter.

The Sub-Committee, at the suggestion of the Colonial Secretary, recommend an addition of Rs. 1,000 for providing shelves for the Medical Museum.

There is an increase of Rs. 2,440, owing to the necessity of adding to the strength of the Police Force, but a greater part of this amount will be reimbursed by the localities in which the Police will be quartered. Police.

The increment of Rs. 500 placed against the Superintendent of the Convict Establishment is due to the agreement entered into at the time of his appointment. Several jailors also receive increments of Rs. 100 each and under, aggregating Rs. 1,659. Prisons.

It has been found necessary to appoint an additional clerk to this Department at Rs. 600 a year. Colonial Store.

Three telegraph probationers at Rs. 240 each have been added to the office of the General Manager. Ceylon Government Railways.

The clerical staff of the Accountant's Department has been considerably increased at an additional cost of Rs. 5,200.

The Ways and Works Department also shows an increase of Rs. 2,690, of which Rs. 1,200 is increment sanctioned to the Engineer of Ways and Works, and Rs. 170 is increment allowed to two draughtsmen. The balance is accounted for by the salary payable to an additional clerk and to platelaying overseers.

It has been found necessary to appoint a District Locomotive Superintendent on Rs. 3,000.

Rs. 1,870 placed against the Carriage Examiners was in former years paid under Services.

An increment of Rs. 400 has been allowed to five clerks of this Department.

There has been a reduction of Rs. 1,500 under the head of Carriage Examiners, Rs. 1,000 under the head of Engine Lighters, Rs. 1,000 under the head of Engine Cleaners, and Rs. 500 under the head of Carriage Greasers, but Rs. 750 has been added under the head of Fuelmen.

By agreement with Government the Traffic Superintendent receives an increment of Rs. 225 and the Assistant Rs. 180.

Three District Superintendents' clerks have been added at a cost of Rs. 1,400, a station-master at Rs. 900, and two booking clerks at Rs. 1,200.

At the instance of the Colonial Secretary, and to meet the increase of traffic, the Sub-Committee recommend the addition of two clerks at Rs. 600 each.

For the Colonial Stores of the Railway Department an additional clerk and an assistant storeman have been found necessary.

The audit clerks have received small increments.

The foregoing charges have been necessitated by the extension of the Railway system and a general increase of traffic.

The Engineers of the Perseverance and the Merak receive an increase of Rs. 600 each, and an Assistant Engineer has been newly appointed to the Merak on Rs. 1,200 a year. Colombo Harbour.

Ten additional boatmen have been found necessary for the Master Attendant's Department, and an engine driver for the steam launch, with two firemen, one sukani, and two deck hands, at the aggregate cost of Rs. 3,960. For fuel, oil, and other stores for the steam launch, and repairs to the same, Rs. 5,840 has been placed on Contingencies. This expenditure appears justified by the necessities of increased trade.

The increase of Rs. 2,597 under this Establishment is due to the additional foresters, clerks, depot-keepers, forest watchers, river patrols, &c. Forest Department.

It is advisable to transfer the clerk for Forest Settlement Officer and two peons to "Miscellaneous Services."

SERVICES.

REVENUE SERVICES.

Salt.—Under this head there is a decrease of Rs. 5,300.

Grain.—There is shown a decrease of Rs. 4,730.

Cinnamon.—Rs. 220 for overseers and watchers of the Maradána gardens are not required.

Pearl Fishery.—As there is no prospect of a fishery next year, opportunity has been taken to provide a new boiler to the Active at a cost of Rs. 7,000.

ADMINISTRATION OF JUSTICE.

A sum of Rs. 1,500 is required as a grant-in-aid towards remuneration to the Law Lecturers who are to be appointed under the Ordinance No. 1 of 1889. As the old scheme of legal education has been abolished by this Ordinance and a new scheme inaugurated, the Council of Legal Education were obliged, in consequence of deficiency of funds in their possession, to apply to the Government for a contribution of Rs. 1,500, so to enable them to offer suitable remuneration to Law Lecturers. It will not be necessary to repeat this vote for 1892.

The allowance of Rs. 1,000 to Mr. Fisher for preparing an index to the Code of Civil Procedure has been repeated in the Estimates by a mistake.

Rs. 2,000 placed under the head of "Additional, Kurunégala," is to enable the Office Assistant to the Government Agent to itinerate as Additional Police Magistrate, together with his staff.

Rs. 1,187 is required for transport of clerk and messengers attending on the Commissioner and Magistrate of Ratnapura and Kégalla.

EDUCATION.

The Sub-Committee are glad to note an increase of Rs. 15,000 under the head of Grant-in-aid for existing Schools, and of Rs. 1,000 to Industrial Schools.

It is also satisfactory to observe that Government is in a position to offer encouragement to the higher education of girls. At the request of the Colonial Secretary, Rs. 480 has been added to the Estimates for three scholarships to be given to the girls who may acquit themselves best at the Cambridge Local Examination.

HOSPITALS AND SANITATION.

Owing to the establishment of new hospitals at Matugama, Balangoḍa, Balapiṭiya, &c., there is an increase of Rs. 91,743 to the vote.

A block sum of Rs. 10,000 is provided for the establishment of dispensaries (the sites of which are yet to be determined) in addition to those which are named in the Estimates.

The travelling allowance of Medical Officers has been increased by Rs. 4,000, as supplementary votes had to be taken therefor for the last three years. These increases have been due to the necessity of moving medical officers with all possible speed in case of the outbreak of diseases.

Rs. 300, entered under the head of Agent, North-Western Province, for expenses connected with the festival of Talavillu, is required for latrine and sanitary purposes.

PRISON SERVICES.

The total increase under this head is Rs. 28,830, owing to the victualling, &c., of a larger number of prisoners, most of whom are stationed in the Western, Central, and North-Central Provinces.

In connection with the vote for Prison Services, the Committee would be glad to see a system introduced by which rewards in money should be placed to the credit of well-conducted *hard working* prisoners, so that they might have some inducement held out to them to work well, and on their release from prison might have the means of existence until they obtained employment.

It is believed that the certainty of rewards in money for good conduct and good work would have the effect of so increasing the value of the work done when under prison control, as to more than compensate for the amount spent on such rewards.

Men recommitted for serious criminal offences should be precluded from such rewards, unless under very exceptional circumstances.

TRANSPORT.

Under this head there is an increase of Rs. 1,280, Rs. 500 of which is for enabling the Director of the Colombo Museum and his staff to travel about and collect specimens. Rs. 600 is placed under the head of Colombo Waterworks for travelling allowance to Inspector, Labugama.

CONVEYANCE OF MAILS, &C.

There is an increase of Rs. 10,223 under this head, which has become necessary by the extension of the Postal and Telegraph Service.

PUBLIC WORKS.

Works and Buildings.

The Sub-Committee recommend the vote of Rs. 50,000 on account of the General Post Office, on the understanding that the total cost of its construction (exclusive of site) shall not exceed Rs. 200,000. That amount ought to find for the Colony an office suitable to all its requirements.

The Post Office at Pallai need not be so expensive as to require Rs. 5,300. The Sub-Committee think that Rs. 3,000 ought to suffice.

They think that a dispensary at Pallai is not immediately necessary, and may be struck out; on the other hand, they think that enlargement of the hospital is necessary at Deltoṭa, for which they recommend a vote of Rs. 3,780.

The proposed madam at Pannai ferry need not cost Rs. 3,000. The Sub-Committee recommend the reduction of the vote to Rs. 2,000.

A prisoners' lock-up at Kendangamuwa, in the Province of Sabaragamuwa, appears to the Sub-Committee to be unnecessary. They recommend the vote to be struck off.

Alterations and Additions to Buildings.

The Sub-Committee cannot help remarking that the sum of Rs. 4,000 for the comparatively small addition proposed to be made to the Hatton Post Office is much too high. Some endeavour should be made by the Public Works Department to complete the work at a smaller cost.

The Sub-Committee, at the suggestion of the Colonial Secretary, have added an item of Rs. 8,069 to the Estimates under this heading for a Mosaic pavement and fountain in the entrance hall of Queen's House, and altering the entrance hall and grand staircase.

The Treasurer having represented that additional security is required at the Treasury, an item of Rs. 1,400 has been inserted for "improvement to the treasury strong room with a view to obtaining additional security."

The sum of Rs. 3,000 has been added under the heading Central Province for improvements and additions to the Assistant Government Agent's quarters, Nuwara Eliya.

ROADS, STREETS, BRIDGES, AND CANALS.

New Roads.

Province of Sabaragamuwa.—Under this head the Sub-Committee have, at the instance of the Colonial Secretary, added a sum of Rs. 12,000 on account of the Government moiety as a grant-in-aid for the construction of three miles of road from Yatiyantota to Polatagama, which will greatly facilitate the transport of the produce of estates in that neighbourhood.

A sum of Rs. 2,500 has been similarly inserted for the raising of the Ritigaha-oya ford, and the provision of covered openings with a view to overcome the accumulation of silt.

Additions and Improvements to Roads.

Eastern Province.—The Coast road north at Batticaloa being considered of more urgent importance than the Coast road south, the amount voted for the former has been altered to Rs. 15,000, and the latter to Rs. 5,000, the aggregate vote remaining the same.

Maintenance of Roads.

Colombo District beyond Municipality.—The sum of Rs. 2,625 is added under this head for seven miles of the road between Veyangoda and Ruanwella, and this amount has been deducted from a total of Rs. 6,000 entered for this road under the heading Kégalla District, Province of Sabaragamuwa.

Toll Grants on Minor Roads.

The amount of the vote for the Western Province has been reduced by Rs. 200, viz., to Rs. 17,279·04, and that for the Central Province has been increased from Rs. 1,950 to Rs. 2,600.

New Bridges.

Province of Uva.—The item for a horse bridge over a stream from Wilson's Bungalow to Gampaha has been increased by the Sub-Committee from Rs. 2,500 to Rs. 5,000.

Miscellaneous.

Under the head of General a vote of Rs. 9,000 is recommended for well-boring, the success of which would be an inestimable boon, more especially in the Northern Province.

Colombo Harbour: Master Attendant.—The Sub-Committee express their satisfaction at the provision of Rs. 15,000 made for a steam launch for the pilot service.

Director of Public Works.—It is noted with regret by some members of the Sub-Committee that no provision is made to provide houses for the pilots close to the harbour, the difficulty of obtaining a suitable site being the chief obstacle. It is understood that the Government have the matter under consideration, and it is hoped that it may be found possible later on to provide quarters instead of house allowances.

Irrigation.

Uggalkaltota.—The Sub-Committee find that the entirety of this scheme consists of about ten miles of channel, costing about Rs. 60,000. Having carefully investigated the question, they recommend that Rs. 30,000 be expended at present, and the construction of the remaining channel be proceeded with only in the event of lands being taken up and cultivated along so much of the channel as may be finished for the amount recommended.

MISCELLANEOUS SERVICES.

Treasurer.—The Sub-Committee have much pleasure in recommending the grant of Rs. 4,800 for photo-lithographing and printing Mr. Smither's drawings and description of ancient structures at Anurádhapura.

The estimated total cost of the Census is Rs. 124,727, of which Rs. 103,510 is required for 1891.

Rs. 2,000 may be usefully sanctioned for the purchase of freshwater fish for stocking the rivers, lakes, and tanks in the interior.

Agent, Northern Province.—The Sub-Committee recommend the increase of the vote of Rs. 1,000 for sinking wells to Rs. 1,500, in order that Kayts may be supplied with fresh water for drinking purposes. One or two tanks also require to be deepened, so that the cattle of Kayts may have drinkable water.

Forest Settlement.—At the suggestion of the Colonial Secretary a sum of Rs. 9,285 has been added, of which Rs. 3,600 represents the salary of a Forest Settlement Officer, Rs. 3,650 his travelling allowance *pro tanto* (transferred from page 110 under the head of Forest Department, Transport); Rs. 400 clerk's pay, and Rs. 240 pay of two peons (transferred from page 69, Establishment, Forest Department); Rs. 300 batta and Rs. 1,095 commuted allowance to a clerk at Rs. 3 per day. The Forest Settlement Officer is required for the Province of Sabaragamuwa and other parts of the country.

MILITARY EXPENDITURE.

In view of what the Council has already expressed in its reply to His Excellency the Governor's opening Address, the Sub-Committee do not think it necessary to say anything further on the subject.

REFUND OF DUTIES.

In 1880 the vote taken for refunds to Municipalities and Local Boards on account of stamp duties on notarial warrants, proctors' licenses, &c., was Rs. 60,000. For 1891 Rs. 75,000 is asked. The Council has no control over this item of expenditure.

LANDS TAKEN FOR GOVERNMENT PURPOSES.

It is necessary to acquire lands for the extension of the Hendala Leper Asylum at a cost of Rs. 1,700, and for improving the Colombo General Hospital at a cost of Rs. 2,800.

IMMIGRATION.

The increase under this head amounts to Rs. 13,345, most of which is accounted for by hire of an additional vessel for conveying immigrant coolies between Mannár and India at an annual cost of Rs. 10,800. Owing to greater stringency of quarantine regulations, and the necessity of laying up for fumigation, &c., affected vessels for three days, it has been found that the four vessels in use at present are insufficient to maintain the uninterrupted passage of coolies between Mannár and India.

RAILWAY SERVICES.

The total increase under this head is Rs. 115,962. Of this amount Rs. 4,100 is accounted for under the head Transport; Rs. 3,650 under Traffic Department, Contingencies; Rs. 38,250 under Locomotive Department, Miscellaneous; and Rs. 65,842 under New Works.

The Rs. 2,000 entered against passage money of guards (under Traffic Department) is required for getting out head guards from England.

The increase of Rs. 1,800 appearing against Rent of Buildings, Traffic Department, is principally for rents of houses on the extension to Alutgama.

At the suggestion of the Colonial Secretary, the Sub-Committee have added Rs. 6,336 for enlarging the goods shed at Colombo and giving improved accommodation to clerks.

FOREST SERVICES.

For Railway fuel plantation a sum of Rs. 30,000 is asked. The Sub-Committee understand that this is for planting and cultivating fuel trees in the Central Province, in prosecution of the system of re-afforestation carried on by the Forest Department.

COLOMBO HARBOUR.

The Committee are glad to note that the work of dredging is being actively carried on. The increased cost is over Rs. 10,000.

The Master Attendant has been furnished with a steam launch for pilot service at a cost of Rs. 15,000, and Rs. 18,998 are required for several improvements in the Colombo Customs.

The Sub-Committee are satisfied that the Estimate of Revenue, which amounts to Rs. 15,469,000, has been framed with safety. Its total sum is only Rs. 40,506 in excess of the estimated expenditure, while the additions which the Sub-Committee have recommended to be made to the Supply Ordinance, after deducting the items for which the Sub-Committee think that provision need not now be made, amount to Rs. 59,081. The difference will, however, be more than covered by the increase which may be counted on the estimated revenue in consequence of the recent abandonment of "The Medical Wants Bill." The Medical Aid Dues, being the expected receipts for maintenance and treatment of patients and for sale of medicines under the proposed Ordinance, had been estimated at Rs. 61,079, but the retention of the export duties and of the charges under the present system will probably yield Rs. 104,000. This will give an increase to the revenue of nearly Rs. 43,000, and leave a final net surplus of Rs. 24,425.

The Colonial Secretary submitted to the Sub-Committee a circular despatch from the Secretary of State, dated February 4, suggesting the adoption of a somewhat altered form and method of preparing the annual Estimates.

The Sub-Committee are of opinion that the proposed change may be adopted with considerable advantage as far as the form is practicable and suitable to the circumstances of the Island.

Attached to this report is a revised copy of the Supply Bill and a List of the Unexpended Balances proposed to be brought forward for expenditure in 1891.

E. NOEL WALKER.
G. T. M. O'BRIEN.
F. R. SAUNDERS.
A. R. DAWSON.
P. RÁMANÁTHAN.
W. W. MITCHELL.
T. N. CHRISTIE.
A. SENEVIRATNA.
J. J. GRINLINTON.

Legislative Council Chamber,
Colombo, December 4, 1890.

APPENDIX.

LIST OF BALANCES to be carried over for Expenditure in 1891.

	Amount. Rs. c.	Total. Rs. c.
SUPPLY BILL, 1887.		
Constructing a road from Walahapitiya to Pilakatumulla... ...	774 16	
		774 16
SUPPLY BILL, 1888.		
Constructing a road from Walahapitiya to Pilakatumulla... ...	1,500 0	
		1,500 0
SUPPLY BILL, 1889.		
Opening out a roadway from Elahera to Pallégama	4,000 0	
Erecting a Police Court at Hatton	4,000 0	
Erecting Police Barracks and Lock-up at Hatton	8,000 0	
Formation of site for the Police Court and Barracks at Hatton ...	1,475 0	
Erecting a cattle pound, &c., at Police Barracks, Hatton... ...	1,390 0	
Erecting Police Barracks, Nuwara Eliya	7,626 79	
Metalling North-Central road	1,000 0	
Cost of acquiring land for cemeteries at Galle	690 38	
Survey of Rakwana-Morawaka road	600 0	
		28,782 17
Colombo Harbour.		
For quarantine station—unappropriated balance on vote... ...	11,621 50	
		11,621 50
SUPPLY BILL, 1890.		
Building a new Hospital at Badulla	5,000 0	
Repairs and additions to the resthouses at Wellawaya, Telula, and Tanamalwila	2,000 0	
Road from Ella to Kumbalwela	1,500 0	
Gravelling Wellawaya-Monaragala road	500 0	
Repairs to Haputale road	3,225 0	
Permanent cooly lines in the Avisáwélla district	2,520 0	
New quarters for the prison guards at Mahara Prison	1,000 0	
For alterations and additions to the Registrar-General's Office, Colombo ...	7,000 0	
For extending the Colombo Harbour Foreshore reclamation works ...	13,000 0	
Wards to the Outdoor Dispensary at Avisawella	3,500 0	
Opening flood outlets of rivers, Southern Province	120 0	
Survey of a line of canal to the north of Mundal lake	300 0	
Erection of quarters for the Kachcheri Clerks, Chilaw	8,000 0	
For certain additions to Marawila Hospital	2,000 0	
Improvement of the Chilaw Kachchéri	3,000 0	
Alteration to the Chilaw resthouse	1,400 0	
Metalling fourteen miles of the Central road, North-Central Province ...	2,000 0	
Supplying the town of Anurádhapura with water	1,200 0	
Filling in a portion of the Karaiur reclamation ground	9,800 0	
Erecting a landing stage and providing a crane at Kankesanturai, Jaffna...	2,500 0	
Constructing three new cells at the House of Observation, Galle ...	1,000 0	
Providing materials for the construction of a meal shed within the walls of the Galle jail	1,000 0	
Construction of a road from Tissa to Kirinda	3,400 0	
Erection of an iron bridge over the Kachigal-aar at Hatagala ...	2,000 0	
Extension of the South Coast road from Sagamam towards Komari ...	1,500 0	
Extension of the South Coast road from Akkaraippattu to Sagamam ...	2,000 0	
Improvements to Karativu-Samanturai road	500 0	
Improvements to Coast road from Topur to Mutur	5,000 0	
Erecting a bridge over the Kuru-ganga at Kurugammodara ...	20,000 0	
For the construction of a horse bridge across the Hangamuwa-gaṇga ...	3,700 0	
Constructing a new Post Office at Ratnapura	8,000 0	
For additional work on the first four miles and the extension of the 6th mile, Ruanwella-Veyangoda road	4,000 0	
Construction of a line of telegraph from Negombo to Puttalam ...	3,000 0	
Gas fittings to the Lunatic Asylum	3,000 0	
Metalling a portion of the Kurunégala-Dambulla road	8,000 0	
Gravelling the road from Padeniya to Siyambalágama	5,000 0	
Construction of a bridge over the Bolgoda lake	5,000 0	
Sinking six wells in the North-Western Province	1,000 0	
Extension of the Akkarai pattu road	2,000 0	
Additions to the immigrant hospital at Vankalai	400 0	
Certain additions to the Civil Hospital, Colombo	5,500 0	
For clearing the Talpitiya flood outlet	3,000 0	
Improvement of road from Tissa to Werawila	3,000 0	
		160,565 0
Railway.		
One 40-ft. weigh-bridge for Colombo	4,400 0	
Over-surfacing and boring lathe	2,560 0	
One wheel-turning lathe	1,975 0	
		8,935 8
Colombo Harbour.		
Constructing a timber jetty on concrete piles alongside of the present export jetty	6,000 0	
		6,000 0
Carried over ...	—	218,177 83

	Amount. Rs. c.	Total. Rs. c.
Brought forward ...	—	218,177 83
SUPPLEMENTARY SUPPLY BILL, 1890.		
Clearing a heavy landslip on the Claverton extension and for building a retaining wall	362 50	
Repairs to the Pilot's Tower	1,000 0	
Increased waterway to the Neboda-Matugama road	1,000 0	
Certain works in connection with erecting a beacon at Mullaittivu ...	1,550 0	
Erecting a beacon on Vendaloos Point in Batticaloa district ...	226 0	
Completion of Kaduwela bridge	550 0	
Planking Kurugammodara bridge	600 0	
Wire rope across the Mahaweli-gaṇga at Alutnuwara ferry ...	277 0	
Completion of Mantotai hospital	750 0	
		6,315 50
Railway.		
Railway extension from Bentota to Amblangoda	200,000 0	
		200,000 0
Total ...	—	424,493 33

LIV.—1890.

SUPPLEMENTARY SUPPLY BILL, 1890.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890.

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1890.

EXTRACT from the Minutes of the Legislative Council dated December 3, 1890.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1890":—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. F. R. SAUNDERS, C.M.G., Treasurer.
The Hon. A. R. DAWSON, Government Agent, Western Province.
The Hon. P. RAMANATHAN, C.M.G.,
The Hon. W. W. MITCHELL,
The Hon. T. N. CHRISTIE, } Unofficial Members.
The Hon. A. DE A. SENEVIRATNA,
The Hon. J. J. GRINLINTON,

SUPPLEMENTARY SUPPLY BILL, 1890.

THE Sub-Committee to whom the Draft Ordinance for making provision for the Supplementary Contingent Charges for the year 1890 was referred, have examined and considered the items in the schedule, and they beg leave to recommend that the expenditure therein specified be sanctioned.

At the instance of the Colonial Secretary, the Sub-Committee recommend further that provision be included for the following services, the necessity for which had been shown to the Government only after the Supplementary Estimates were closed and the Draft Ordinance introduced in Council :—

	Rs.	c.
Salary (supplementary) to Government Agent, Western Province ...	685	86
Difference of pay due to Dúlléwé Adigár as Disáwa of Mátalé from September 1 to December 31, 1890	406	66
Amount required to meet over-expenditure on account of castings and machinery received from England for the Government Factory ...	16	45
Cost of acquisition of the land required for the burial ground, Dikoya Hospital	446	87
Clothing for prisoners, Bogambra jail	3,000	0
Salary of Police Magistrate, Mátara, in December, 1889, erroneously credited to Miscellaneous Receipts instead of to an advance made ...	201	71
Salary of Police Magistrate, Chilaw, for March 24 and 25, 1889, likewise erroneously credited	10	75
Salary of two additional clerks for the Colombo Railway goods shed for the month of December, 1890, at Rs. 800 a year each	133	34
Railway stocking account	100,000	0

With regard to the last-mentioned item, the following is the history of this stocking account and the explanation of the necessity for supplementing it by this large amount. When the maintenance of the Main line of railway was taken over by Government from the Contractor, the Resident Engineer indented for a large supply of permanent way materials, the cost of which was, on receipt of same, debited to the votes for the maintenance of the Railway in 1873. The whole of the materials received and paid for was not, however, used in that year, and a large balance remained on hand at the close of the year, the value of which amounted to Rs. 21,930, or nearly two-thirds of the cost of the quantity received. The Railway Engineer represented the unfairness of charging so large an amount in excess of the actual expenditure against the cost of maintenance of the year, as it served to give an erroneous impression regarding the amount actually expended on the maintenance of the Railway for the period. This representation of the Engineer, however, came too late to admit of any alteration being made in the accounts, the Treasurer having already closed his books for the year. To prevent a recurrence of similar errors, and in order that a stock of rails, sleepers, &c., might always be on hand and ready for immediate use along the line of Railway, it was decided to vote a sum of Rs. 150,000, in instalments of Rs. 50,000 each, in the Supply Bills of 1874, 1875, and 1876, to form a fund to meet the cost of permanent way materials imported from England. This was accordingly done, and the amounts so voted were placed in deposit, and from this deposit is drawn from time to time the cost of materials received, the sums recovered from the annual votes for maintenance for issues made being placed to credit of the deposit.

The amount originally set apart from the Revenue for the purposes of this account was, as stated above, Rs. 150,000; but, owing to the extension of the Railway and to the consequent demands for larger supply of permanent way materials for its maintenance, the account has become overdrawn, and the necessity for replenishing it by the sum of Rs. 100,000, as proposed by the Government and recommended by the Sub-Committee, has now arisen. The value of the stock of permanent way materials and of outstanding credits of the account should thus amount to Rs. 250,000.

The wording of the provision for laying on water to the laboratory at Péradeniya Gardens should be amended in order to enable a saving in the amount to be applied to an improvement of the general water supply of the Gardens.

E. NOEL WALKER.
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A. SENEVIRATNA.
J. J. GRINLINTON.

Legislative Council Chamber,
Colombo, December 5, 1890.

LV.—1890.

FINANCIAL STATEMENTS

LAID BEFORE

THE LEGISLATIVE COUNCIL OF CEYLON

DURING

THE SESSION OF 1890.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

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1890.

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I.—DETAILED STATEMENT

	Rs.	c.	Rs.	c.
Arrears of Revenue.				
Land Revenue	13764	13		
Rents exclusive of Lands	7808	71		
Licenses	82583	3		
Taxes	14173	14		
			118329	1
Customs.				
Imports	3378879	8		
Warehouse Rent	153339	68		
Plumbago	121535	25		
Sundries	2564	81		
			3656318	82
Port and Harbour Dues.				
Port Clearances	33844	90		
Boats and Moorings	859	50		
Pilotage	56570	75		
Colombo Harbour Dues	521163	9		
Rent of Reclamation Grounds	8336	76		
Sale of Sand	1794	75		
Sundries	60	0		
			622629	75
Land Sales	—		211083	26
Land Revenue.				
Paddy	927142	5		
Fine Grain	52360	14		
Garden Rent	10602	40		
Tythes redeemed	887	84		
Rent of Lands	18045	74		
Royalty on Cabook, &c.	608	37		
Licenses on Plumbago	2856	58		
Sundries	403	2		
			1012906	14
Rents exclusive of Lands.				
Bridges, Canals, &c.	311261	97		
Government Buildings and Houses	34542	50		
			345804	47
Licenses.				
Arrack, Rum, and Toddy	1636694	49		
Stills...	15300	0		
Wholesale Dealers of Arrack	900	0		
Salt	52800	0		
Opium	2500	0		
Chanks, &c.	2589	99		
Royalty on Elephants	5655	0		
			1716439	48
Stamps.				
Judicial, Revenue, and Postage	1146102	43		
Composition Duty on Cheques	20865	41		
			1166967	84
Taxes: Assessment on Houses and Gardens	—		36964	97
Postal and Telegraph Receipts.				
Postage on Unpaid Letters	34929	19		
Commission on Money Orders	15483	56		
Other Postal Collections	1216	80		
Telegraph Receipts	71128	61		
			122758	16
Fines, Forfeitures, &c.				
Supreme, District, and Police Courts	61594	23		
Government Agents	5500	74		
Other Departments	12987	45		
			80082	42
Government Vessels	—		508	57
Sale of Government Property.				
Salt	899833	6		
Arrack and Rum	2384	21		
Timber	135425	37		
Unserviceable Articles	4007	88		
Stores	5675	50		
Produce of Botanic Gardens	4173	11		
Crops on Crown Lands	1718	27		
Firewood	78352	76		
Sundries	4934	24		
			1136504	40
Carried over ...	—		10227297	29

OF REVENUE FOR 1889.

	Rs.	c.	Rs.	c.
Brought forward ...	—		10227297	29
Reimbursements.				
Annuity on account of Colombo Waterworks	110000	0		
Water supplied to the Military	14978	53		
Hospital Stoppages	1491	53		
Government Gazette, &c.	20412	42		
School Fees and Books	21584	77		
Recoveries on Irrigation Works	18263	17		
Survey Fees	43624	4		
Maintenance of Prisoners in Jails	1208	88		
Tools lost	2413	50		
Value of Prison Labour	16409	72		
Refund of Hospital expenses and collections at Outdoor Dispensaries ...	29267	69		
Passage of Immigrant Coolies	13839	50		
Cost of Police within Municipalities	95044	17		
Medical Aid Dues	104681	67		
Cemetery Fees	3819	0		
Fees for Storing Gunpowder	8904	62		
Assessment Tax	247	69		
Fees for Bills of Health	10252	0		
Sundries	37082	63		
			553525	53
Miscellaneous Receipts.				
Pioneer Pension Stoppages	3457	68		
Overpayments recovered	209049	81		
Unclaimed Deposits	18651	98		
Sundries	16597	60		
			247757	7
Pearl Fishery.				
Proceeds of	—		499201	38
Interest.				
On Public Funds invested	191623	31		
On Arrears of Revenue	9488	29		
On Suitors and Intestate Estate Funds	16511	85		
			217623	45
Special Receipts.				
Fees for Title deeds	6956	66		
Sundries	1231	76		
			8188	42
Railway Receipts	—		3546284	16
Total ...	—		15299877	30

Ceylon Government Railways.

Revenue for 1889.

	Rs.	c.
Main Line	2135219	1
Mátalé Line	98435	73
Coast Line ...	318515	31
Náwalapitiya Line	348042	70
Nánu-oya Line	646071	41
Total ...	3546284	16

Expenditure for 1889.

	Rs.	c.
Main Line	778505	97
Mátalé Line	102354	45
Coast Line	265266	13
Náwalapitiya Line	160879	24
Nánu-oya Line ...	362932	52
Total ...	1670938	31

Expenditure from Balances.

	Rs.	c.	Rs.	c.
Works and Buildings.				
New Works	2032	87		
Alterations and Additions	631	90		
Repairs	1935	13		
			4599	90
Roads, Streets, and Bridges.				
New Roads and Improvements ...	68980	49		
Maintenance of Roads	905	10		
New Bridges	3715	92		
Departmental Charges	199	0		
Irrigation Works	1033	64		
Maintenance of Bridges	210	29		
Miscellaneous	1386	71		
			76431	15
Total ..	—		81031	5

II.—DETAILED STATEMENT

	Salaries. Fixed.		Salaries. Provisional.		Allowances.		Office Contingencies.		Total.	
Civil.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
His Excellency the Governor ...	80123	62	20003	44	—		7172	12	107298	18
Secretariat	100199	82	23594	63	—		52129	62	175924	7
Treasurer	30899	98	5291	35	—		1899	78	38091	11
Audit Office	36450	0	22413	72	360	0	2196	52	61420	24
Provincial Agencies.										
Western Province	52052	19	47927	69	—		2393	89	102373	77
Central do.	66773	91	30758	0	—		1560	86	99092	77
Northern do.	60844	42	23211	93	—		1824	67	85881	2
Southern do.	70886	6	24718	54	240	0	2173	5	97517	65
Eastern do.	48049	98	14014	28	—		644	16	62708	42
North-Western do.	52295	71	38524	33	—		1909	63	92729	67
North-Central do.	15272	20	20270	76	—		353	82	35896	78
Uva do.	20230	0	11099	75	—		480	0	31809	75
Sabaragamuwa do.	28416	0	19318	20	—		1407	42	49141	62
Public Works Department ...	163626	65	152248	83	1801	14	2836	13	320512	75
Survey Department	65306	10	208180	81	456	25	—		273943	16
Customs Department.										
Western and North-Western Provinces...	57800	26	19591	50	500	0	5480	51	83372	27
Northern do.	18334	45	2733	15	—		2370	95	23438	55
Southern Province	12780	0	2477	33	—		1471	51	16728	84
Eastern do.	6360	0	1288	94	—		423	72	8072	66
Harbour Department other than Colombo.										
Master Attendant, Galle ...	5490	0	8310	0	—		322	51	14122	51
Master Attendant, Trincomalee ...	400	0	6000	0	—		212	37	6612	37
Master Attendant, Batticaloa ...	—		480	0	—		—		480	0
Postal-Telegraph Department ...	42795	88	187727	15	—		—		230523	3
Grain Commissioners	—		21448	22	—		—		21448	22
Director, Botanic Gardens ...	7509	15	11166	91	—		100	0	18776	6
Director, Colombo Museum ...	—		12146	72	—		15512	95	27659	67
Judicial.										
Supreme Court.										
Chief Justice	27699	96	—		—		—		27699	96
Senior and Junior Puisne Justices ...	39623	33	—		—		—		39623	33
Registry	21148	0	1910	0	—		193	49	23251	49
Attorney and Solicitor-Generals ...	47133	12	13589	34	—		450	67	61173	13
District Courts.										
Western Province.										
Colombo	19341	70	3483	36	—		77	72	22902	78
Kalutara	13260	0	2459	99	—		28	46	15748	45
Negombo	9740	0	2320	0	—		12	30	12072	30
Central Province.										
Kandy	20275	0	4491	67	—		48	40	24815	7
Northern Province.										
Jaffna	14460	0	2642	0	—		49	76	17151	76
Mannar	1150	0	400	0	—		43	16	1593	16
Mullaittivu	750	0	70	0	—		80	82	900	82
Vavuniya-Vilankulam ...	—		400	0	—		—		400	0
Southern Province.										
Galle	19140	0	3728	0	—		50	0	22918	0
Matara	10270	0	2170	0	—		18	11	12458	11
Tangalla	8969	3	2570	0	—		38	68	11577	71
Eastern Province.										
Batticaloa	11681	67	2733	35	—		69	98	14485	0
Trincomalee	2515	0	45	0	—		13	1	2573	1
North-Western Province.										
Chilaw	2840	0	470	0	—		23	33	3333	33
Kurunegala	13020	0	3124	51	—		75	40	16219	91
Puttalam	2439	87	1603	51	—		9	43	4052	81
North-Central Province.										
Anuradhapura	2240	0	149	92	—		44	57	2434	49
Province of Uva.										
Badulla	11184	76	1385	75	—		49	90	12620	41
Province of Sabaragamuwa.										
Kegalla	8490	0	2775	0	—		47	86	11312	86
Ratnapura	10080	0	2800	0	—		406	80	13286	80
Carried over ...	1359847	82	990267	58	3357	39	106708	4	2460180	83

OF EXPENDITURE FOR 1889.

	Salaries. Fixed.	Salaries. Provisional.	Allowances.	Office Contingencies.	Total.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Brought forward ...	1359847 82	990267 58	3357 39	106708 4	2460180 83
Courts of Requests and Police Courts.					
Western Province.					
Avisawella and Pasyala ..	6546 61	1420 0	—	81 95	8048 56
Colombo Police Court ...	9300 0	2337 51	—	297 8	11934 59
Colombo Court of Requests ...	11118 55	2450 93	—	24 72	13594 20
Kalutara	—	7661 10	—	77 88	7738 98
Panadure	6350 75	1061 84	—	93 45	7506 4
Central Province.					
Galagedara	6560 0	380 0	—	29 25	6969 25
Gampola	6385 56	848 64	—	84 47	7318 67
Hatton	—	6990 0	—	280 93	7270 93
Kandy	11000 0	1620 0	—	132 97	12752 97
Matale	6185 65	1920 0	—	61 10	8166 75
Nuwara Eliya	1200 0	810 0	—	74 32	2084 32
Panwila and Urugala... ...	3811 31	2913 72	—	10 15	6735 18
Northern Province.					
Jaffna	6519 99	1611 96	—	24 90	8156 85
Kayts	5570 0	320 0	—	94 1	5984 1
Point Pedro	5463 2	590 3	—	96 86	6149 91
Southern Province.					
Balapitiya	6126 67	1100 0	—	65 0	7291 67
Galle	9385 16	2149 3	—	124 92	11659 11
Hambantota	1020 0	—	—	9 94	1029 94
Matara	5156 5	3139 96	—	112 10	8408 11
North-Western Province.					
Chilaw	3940 56	739 98	—	—	4680 54
Kurunegala	—	6625 78	—	30 0	6655 78
Marawila	—	120 0	—	—	120 0
Province of Uva.					
Haldummulla	5519 76	768 87	—	25 0	6313 63
Province of Sabaragamuwa.					
Ratnapura	—	1993 54	—	—	1993 54
Registration Department ...	55854 81	20154 18	42500 0	7056 53	125565 52
Special Commissioner for the Registration of Titles to Land ...	—	7557 75	—	1105 16	8662 91
Fiscals.					
Western Province	24594 88	7529 88	1110 81	699 32	33934 89
Central do.	15012 12	7551 18	—	206 53	22769 83
Northern do.	10200 0	5460 0	—	152 73	15812 73
Southern do.	11380 0	7390 0	—	296 31	19066 31
Eastern do.	4536 61	930 0	—	126 43	5593 4
North-Western do.	6300 0	5158 34	240 0	124 49	11822 83
North-Central do.	907 85	709 99	—	17 24	1635 8
Uva do.	1680 0	1650 0	—	—	3300 0
Sabaragamuwa do.	2640 0	3139 0	—	74 44	5853 44
Loan Board	4649 99	91 63	—	95 37	4836 99
Public Instruction	28640 73	185348 0	—	—	213988 73
Medical Department	83626 67	132499 96	15818 77	14721 75	246667 15
Police Department	23500 0	404316 14	1800 0	—	429616 14
Ecclesiastical Establishments ...	67228 13	700 0	4905 29	—	72833 42
Prisons Department.					
Convict Establishment ...	11352 77	47631 99	—	-	58984 76
Superintendents of Prisons ...	25368 84	31309 81	—	—	56673 65
Inspector-General of Prisons ...	3650 0	4770 0	—	—	8420 0
Colonial Store	25829 35	7193 50	—	—	33022 85
Ceylon Government Railways ...	—	550327 48	2022 32	—	552349 80
Crown Agents in London ...	—	—	5304 89	—	5304 89
Colombo Waterworks	—	24488 72	155 41	1968 34	26612 47
Forest Department	—	87275 54	—	—	87275 54
Colombo Harbour.					
Principal Collector of Customs ...	—	3000 0	—	—	3000 0
Engineer of Works ...	—	39954 17	—	—	39954 17
Master Attendant, Colombo ...	6475 0	39606 6	004 8 5	139 53	49225 44
Inspector-General of Police ...	—	7221 76	—	—	7221 76
Total of Establishments ...	1890430 21	2672805 55	80219 73	135323 21	4778778 70

Services exclusive of Establishments.	Rs.	c.	Rs.	c.
Brought forward ...	—		4776778	70
Pensions and Retired Allowances.				
Paid in the Colony	250507	56		
Paid by the Crown Agents in London	446760	59		
Paid by the Government and Agents in India	31533	76		
			728801	91
Revenue Services.				
Salt	122817	18		
Grain	49963	46		
Pearl Fishery	97311	44		
Assessment	6713	85		
Arrack	—			
Botanic Gardens	21180	35		
Civil, Criminal, and Revenue Law Expenses	3485	30		
Stamps	12977	67		
Commission on collection of Hospital Bills	417	90		
Land Sales	106552	15		
Water-rates	500	0		
Licenses	986	27		
Tolls	4449	55		
Stationery	7281	85		
Chanks	88	10		
Cinnamon	180	0		
			434905	2
Administration of Justice.				
Agents of Provinces	352	34		
Registrar, Supreme Court	—			
Attorney and Solicitor-Generals	300	0		
District and Police Courts	10345	46		
Fiscals	69658	90		
			80656	70
Charitable Allowances.				
Agents of Provinces	—		48181	98
Education	—		272521	49
Hospitals and Sanitation.				
Agent, Western Province	2558	84		
Central do.	2385	17		
Northern do.	33810	11		
Southern do.	701	87		
Eastern do.	1026	60		
North-Western do.	689	40		
North-Central do.	155	7		
Uva do.	267	1		
Sabaragamuwa do.	144	25		
Principal Civil Medical Officer	585891	64		
Inspector-General of Police	4491	22		
			632121	18
Prison Services.				
Agent, Western Province	37206	12		
Central do.	47170	62		
Northern do.	14697	8		
Southern do.	47288	20		
Eastern do.	8690	21		
North-Western do.	20521	60		
North-Central do.	32885	21		
Uva do.	8445	28		
Sabaragamuwa do.	10051	77		
Superintendent of Convict Establishments	170993	14		
Inspector-General of Prisons	4913	8		
			402862	31
Police Services.				
Inspector-General of Police	—		127279	7
Rents.				
Agents of Provinces	1535	0		
Surveyor-General	969	60		
Registrar-General	1590	0		
			4094	60
Transport.				
His Excellency the Governor	6813	54		
Secretariat	684	58		
Treasury	16390	92		
Audit Office	1524	64		
Agent, Western Province	5257	57		
Central do.	4004	32		
Carried over ...	34675	57	7510202	96

	Rs.	c.	Rs.	c.
TRANSPORT—*contd.* Brought forward ...	34675	57	7510202	96
Agent, Northern Province	6529	53		
Southern do.	9422	8		
Eastern do.	4475	65		
North-Western do.	8297	92		
North-Central do.	9447	34		
Uva do.	4205	83		
Sabaragamuwa do.	4286	5		
Survey Department	17667	43		
Customs Department	325	73		
Botanic Gardens	2000	0		
Special Commissioner for Registration of Titles to Land... ...	3720	20		
Colombo Museum	1832	22		
Registrar-General	884	79		
Colombo Waterworks	1980	0		
			109699	84
CONVEYANCE OF MAILS, &c.	—		303457	41
WORKS AND BUILDINGS.				
New Works and Buildings	91531	85		
Alterations and Additions	29813	26		
Repairs	118999	93		
ROADS, STREETS, AND BRIDGES.			240345	4
New Roads and Improvements, &c., to Roads	413421	27		
Maintenance of Roads...	670381	75		
New Bridges	116507	24		
Repairs and renewals of Bridges	94680	19		
Maintenance and Improvement of Inland Navigation	32588	36		
Irrigation Works; including Maintenance	212534	45		
Departmental and Miscellaneous Charges	177846	76		
MISCELLANEOUS SERVICES.			1717960	2
Colonial Secretary	56500	0		
Treasurer	287525	46		
Agent, Western Province	361	10		
Central do.	2639	0		
Northern do.	4767	94		
Southern do.	3914	44		
Eastern do.	38557	50		
North-Western do.	4629	90		
North-Central do.	21895	99		
Uva do.	1203	0		
Sabaragamuwa do.	3035	0		
Surveyor-General	422	16		
Masters Attendant	60820	88		
Crown Agents	13769	62		
Government and Agents in India	1764	82		
Waterworks	2313	46		
INTEREST.			504120	27
On Dutch Kredit Brieven	2075	50		
On Kalawewa Loan	25000	0		
On Breakwater Loans	546586	74		
On Waterworks Loans	239786	49		
On Widows' and Orphans' Pension Fund	25697	3		
			839145	76
COLONIAL STORE	—		24415	53
MILITARY EXPENDITURE.				
Contribution to Imperial Government	600000	0		
Volunteer Corps	36064	0		
Colombo Defence Works	64700	0		
			700764	0
GOVERNMENT VESSELS	—		1484	33
REFUND OF DUTIES, DRAWBACKS, &c.	—		66681	2
LANDS TAKEN FOR GOVERNMENT PURPOSES	—		1055	49
IMMIGRATION	—		89489	5
RAILWAY SERVICES.				
Interest on Matale Railway Loan	198821	43		
Interest on Nanu-oya do.	725131	29		
Maintenance and Working Expenses	1118588	51		
			2042541	23
FOREST SERVICES	—		307642	16
EXCHANGE	—		219218	11
COLOMBO HARBOUR	—		228059	3
Total Expenditure ...	—		14906281	25
Excess of Receipts over Expenditure ...			393596	5
Total ...			15299877	30

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

III.—COMPARATIVE STATEMENT OF

	Revenue of 1888.		Revenue of 1889.		Increase.		Decrease.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
1.—ARREARS OF REVENUE.								
Land Revenue - -	15688	75	13764	13	—		1924	62
Rents - - -	10826	53	7808	71	—		3017	82
Licenses - - -	120782	55	82583	3	—		38199	52
Taxes - - -	12806	16	14173	14	1366	98	—	
	160103	99	118329	1	1366	98	43141	96
2.—CUSTOMS.								
Imports - - -	3461629	55	3378879	8	—		82750	47
Warehouse Rent - -	162089	27	153339	68	—		8749	59
Plumbago - - -	55910	19	121535	25	65625	6	—	
Sundries - - -	1610	54	2564	81	954	27	—	
	3681239	55	3656318	82	66579	33	91500	6
3.—PORT AND HARBOUR DUES.								
Port Clearances - -	32490	14	33844	90	1354	76	—	
Boats and Moorings - -	1822	50	859	50	—		963	0
Pilotage - - -	50831	75	56570	75	5739	0	—	
Colombo Harbour Dues - -	498106	50	521163	9	23056	59	—	
Rent of Reclamation Grounds -	5429	23	8336	76	2907	53	—	
Sale of Sand -	4237	0	1794	75	—		2442	25
Sundries - - -	40	0	60	0	20	0	—	
	592957	12	622629	75	33077	88	3405	25
4.—LAND SALES.								
Crown Lands - - -	414370	62	211083	26	—		203287	36
5.—LAND REVENUE.								
Paddy - - -	883590	1	927142	5	43552	4	—	
Fine Grain - - -	54046	78	52360	14	—		1686	64
Gardens - - -	9247	95	10602	40	1354	45	—	
Tythes redeemed - -	2655	80	887	84	—		1767	96
Rent of Lands - -	19351	76	18045	74	—		1306	2
Licenses on Plumbago - -	856	31	2856	58	2000	27	—	
Royalty on Cabook - -	205	40	608	37	402	97	—	
Sundries - - -	674	98	403	2	—		271	96
	970628	99	1012906	14	47309	73	5032	58
6.—RENTS EXCLUSIVE OF LANDS.								
Bridges, Canals, &c. - -	314634	5	311261	97	—		3372	8
Government Buildings and Houses -	35130	43	34542	50	—		587	93
	349764	48	345804	47	—		3960	1
7.—LICENSES.								
Arrack, Rum, and Toddy - -	1548154	38	1636694	49	88540	11	—	
Stills - - -	11700	0	15300	0	3600	0	—	
Wholesale Dealers in Arrack -	1600	0	900	0	—		700	0
Retail of Salt - -	50000	0	52800	0	2800	0	—	
Chanks, &c. - - -	8808	70	2589	99	—		6218	71
Opium - - -	2400	0	2500	0	100	0	—	
Royalty on Elephants - -	6860	0	5655	0	—		1205	0
	1629523	8	1716439	48	95040	11	8123	71
8.—STAMPS.								
Judicial, Revenue, and Postage -	1113736	30½	1146102	43	32366	12½	—	
Composition Duty - -	20556	81	20865	41	308	60	—	
	1134293	11½	1166967	84	32674	72½	—	
9.—TAXES.								
Assessment on Houses - -	35164	59	36964	97	1800	38	—	
10.—POSTAL AND TELEGRAPH.								
Postage on Unpaid Letters -	20195	2	34929	19	14734	17	—	
Commission on Money Orders, &c. -	59207	91	16700	36	—		42507	55
Telegraph Receipts - -	62925	18	71128	61	8203	43	—	
	142328	11	122758	16	22937	60	42507	55
11.—FINES AND FORFEITURES.								
Supreme, District, and Police Courts -	57174	67	61594	23	4419	56	—	
Government Agents - -	3972	10	5500	74	1528	64	—	
Other Departments - -	7373	31	12987	45	5614	14	—	
	68520	8	80082	42	11562	34	—	
Carried over -	9178893	72½	9090284	32	312349	7½	00958	48

THE REVENUE OF 1888 AND 1889.

Cause of Increase or Decrease.
Less arrears to collect.
A falling off in the importation of grain caused the decrease.
Larger exportation of plumbago.
Increase in tonnage of vessels.
Decrease due to less land put up for sale, and to the restrictions in the sale of Crown lands consequent on the conservation of Government forests.
Better crops, chiefly in the North-Western Province.
A falling off in the number of redemptions.
Greater activity in the plumbago trade.
Decrease owing to instalments due not having been paid within the year.
The sale of arrack rents realised better prices than in the preceding year.
Depression in the chank trade.
The real cause of the increase cannot be ascertained, but it may be fairly attributed to a revival of trade and to the expansion of the planting enterprise.
The same causes as above indicated have apparently resulted in an increased collection under this head.
The earnings of previous years, which were locked up in the late Oriental Bank Corporation, have been received in 1888 and credited to revenue, whereas the receipts for 1889 included only the normal profits of the year.
These are fluctuating items of receipt.

	Revenue of 1888.		Revenue of 1889.		Increase.		Decrease.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Brought forward -	9178893	72½	9090284	32	312349	7½	400958	48
12.—GOVERNMENT VESSELS -	46790	51	508	57	—		46281	94
13.—SALE OF GOVERNMENT PROPERTY.								
Salt - - -	850559	12	899833	6	49273	94	—	
Arrack and Rum - -	6823	4	2384	21	—		4438	83
Colonial Stores - -	9313	21	5675	50	—		3637	71
Timber - - -	134603	91	135425	37	821	46	—	
Firewood - - -	—		78352	76	78352	76	—	
Unserviceable Articles - -	3545	76	4007	88	462	12	—	
Produce of Botanic Gardens -	4008	76	4173	11	164	35	—	
Crops growing on Crown Lands -	2873	29	1718	27	—		1155	2
Sundries - - -	5622	16	4934	24	—		687	92
	1017349	25	1136504	40	129074	63	9919	48
14.—REIMBURSEMENTS.								
Hospital Stoppages - -	1840	62	1491	53	—		349	9
Government Gazette, &c. -	22643	91	20412	42	—		2231	49
School Fees, &c. - -	19736	55	21584	77	1848	22	—	
Recovery on Irrigation Works -	17957	70	18263	17	305	47	—	
Survey Fees - -	64253	14½	43624	4	—		20629	10½
Maintenance of Prisoners in Jails -	3792	64	1208	88	—		2583	76
Tools lost - -	2072	1	2413	50	341	49	—	
Value of Prison Labour - -	18534	74	16409	72	—		2125	2
Refund of Civil Hospital Expenses -	26805	69	29267	69	2462	0	—	
Passage Money of Immigrant Coolies -	19370	25	13839	50	—		5530	75
Collections at Cemeteries - -	4098	98	3819	0	—		279	98
Storage of Gunpowder - -	6827	95	8904	62	2076	67	—	
Assessment Tax - -	249	2	247	69	—		1	33
Cost of Police within Municipalities -	97950	12	95044	17	—		2905	95
Medical Aid Fund - -	97483	36	104681	67	7198	31	—	
Fees for Bills of Health - -	8707	75	10252	0	1544	25	—	
Annuity, Colombo Waterworks -	110000	0	110000	0	—		—	
Water supplied to Military -	5000	0	14978	53	9978	53	—	
Sundries - - -	26406	99	37082	63	10675	64	—	
	553731	42½	553525	53	36430	58	36636	47½
15.—MISCELLANEOUS RECEIPTS.								
Pioneer Pension Contributions -	3686	99	3457	68	—		229	31
Overpayments recovered - -	181272	29½	209049	81	27777	51½	—	
Unclaimed Balances - -	18613	48½	18651	98	38	49½	—	
Sundries - - -	42940	51	16597	60	—		26342	91
	246513	28	247757	7	27816	1	26572	22
16.—INTEREST.								
On Public Funds Invested - -	136738	69	191623	31	54884	62	—	
On Arrears of Revenue - -	10514	68	9488	29	—		1026	39
On Loan Board Funds - -	18426	82	16511	85	—		1914	97
	165680	19	217623	45	54884	62	2941	36
17.—PEARL FISHERY - -	804312	5	499201	38	—		305110	67
18.—SPECIAL RECEIPTS.								
Fees for Title deeds - -	8636	25½	6956	66	—		1679	59½
Sundries - - -	1338	49	1231	76	—		106	73
	9974	74½	8188	42	—		1786	32½
19.—RAILWAY RECEIPTS -	3385566	90	3546284	16	160717	26	—	
Total -	15408812	7½	15299877	30	721272	17	830206	94½
					Deduct Increase -		721272	17
					Net Decrease -		108934	77½

Cause of Increase or Decrease.
The Government steamer ceased to be employed in 1889 ; hence the decrease.
Increased sale of salt. A larger quantity of arrack was sold in 1888 owing to the Pearl Fishery.
Decrease due to restriction in the sale of lands, and to less land put up for sale.
These are fluctuating items.
The fishery of 1889 was not so productive as that of 1888, owing to the abrupt closing of operations in consequence of cholera.
Decrease due to less lands brought up for sale.
Increased earnings during 1889 owing to the expansion of the tea enterprise in particular, and to revival of trade in general.

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

IV.—COMPARATIVE STATEMENT OF THE

	ESTABLISHMENTS, INCLUDING FIXED AND PROVISIONAL SALARIES, ALLOWANCES, AND OFFICE CONTINGENCIES.	Expenditure of 1888.		Expenditure of 1889.		Increase.		Decrease.	
	Civil.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
1	His Excellency the Governor -	108812	25	107299	18	—		1513	7
2	Secretariat - -	174505	69	175924	7	1418	38	—	
3	Treasury - -	39948	79	38091	11	—		1857	68
4	Audit Office - -	61029	69	61420	24	390	55	—	
	PROVINCIAL AGENCIES.								
5	Western Province - -	144761	70	102373	77	—		42387	93
6	Central do. - -	98024	87	99092	77	1067	90	—	
7	Northern do. - -	85396	33	85881	2	484	69	—	
8	Southern do. - -	95586	96	97517	65	1930	69	—	
9	Eastern do. - -	62641	70	62708	42	66	72	—	
10	North-Western do. - -	88006	40	92729	67	4723	27	—	
11	North-Central do. - -	37234	48	35896	78	—		1337	70
12	Uva do. - -	31814	13	31809	75	—		4	38
13	Sabaragamuwa do. - -	—		49141	62	49141	62	—	
14	Public Works Department - -	318673	69	320512	75	1839	6	—	
15	Survey Department - -	267561	86	273943	16	6381	30	—	
16	Customs Department - -	136536	65	131612	32	—		4924	33
17	Harbour Department other than Colombo	64165	40	21214	88	—		42950	52
18	Postal-Telegraph Department -	217436	91	230523	3	13086	12	—	
19	Grain Commissioners - -	21249	32	21448	22	198	90	—	
20	Royal Botanic Gardens - -	19047	25	18776	6	—		271	19
21	Colombo Museum - -	20010	78	27659	67	7648	89	—	
22	Agent, Colonial ss. Serendib -	23461	19	—		—		23461	19
	Total, Civil Establishments -	2115906	4	2085576	14	88378	9	118707	99
	Judicial.								
23	Supreme Court Judges - -	68192	58	67323	29	—		869	29
24	Registry of the Supreme Court -	23186	96	23251	49	64	53	—	
25	Attorney-General and Solicitor-General -	62438	36	61173	13	—		1265	23
	DISTRICT COURTS, POLICE COURTS, AND COURTS OF REQUESTS.								
26	Western Province - -	123106	29	99545	90	—		23560	39
27	Central do. - -	75723	49	76113	14	389	65	—	
28	Northern do. - -	41185	26	40336	51	—		848	75
29	Southern do. - -	73549	21½	75342	65	1793	43½	—	
30	Eastern do. - -	17856	83	17058	1	—		798	82
31	North-Western do. - -	43328	97	35062	37	—		8266	60
32	North-Central do. - -	2433	75	2434	49	0	74	—	
33	Uva do. - -	19050	11	18934	4	—		116	7
34	Sabaragamuwa do. - -	—		26593	20	26593	20	—	
35	Registration Department - -	124692	69	125565	52	872	83	—	
36	Special Commissioner for Registration of Titles to Land - -	4800	0	8662	91	3862	91	—	
	FISCALS.								
37	Western Province - -	39925	35	33934	89	—		5990	46
38	Central do. - -	22713	73	22769	83	56	10	—	
39	Northern do. - -	15824	48	15812	73	—		11	75
40	Southern do. - -	19119	94	19066	31	—		53	63
41	Eastern do. - -	5553	99	5593	4	39	5	—	
42	North-Western do. - -	11839	72	11822	83	—		16	89
43	North-Central do. - -	1657	91	1635	8	—		22	83
44	Uva do. - -	3307	50	3330	0	22	50	—	
45	Sabaragamuwa do. - -	—		5853	44	5853	44	—	
46	Loan Board - - -	2820	35	4836	99	2016	64	—	
	Total, Judicial Establishments -	802307	47½	802051	79	41565	2½	41820	71
47	Ecclesiastical Establishments -	78701	77	72833	42	—		5868	35
48	Public Instruction - -	208649	29	213988	73	5339	44	—	
49	Medical Department - -	231353	51	246667	15	15313	64	—	
50	Police Department - -	445793	94	429616	14	—		16177	80
51	Prisons Department - -	65364	25	65093	65	—		270	60
52	Convict Establishment - -	61077	40	58984	76	—		2092	64
	Carried forward -	1,090,940	16	1,087,183	85	20,653	8	24,409	39

EXPENDITURE OF 1888 AND 1889.

Cause of Increase or Decrease.
Saving on contingent expenses of Mounted Orderlies.
Larger expenditure incurred in 1889 for contingent service of the Printing Branch. Salary of Office Assistant was paid in 1889 from vote for cadets; hence the decrease. Increase due to employment of an additional clerk throughout 1889 as against six months in 1888.
Decrease due to the severance of Sabaragamuwa from the Western Province. Increase due to pay of Dullewa Adigar and his staff being added to the establishment of the Government Agent. Increase due to payment of Assistant Agent, Mannar, while engaged on special duty. Increase due to additions to staff.
Increase due to additions to the staff at Puttalam. The allowance granted to the Acting Agent having ceased to be drawn on his confirmation to office as Government Agent. Increase is only apparent, and due to the severance of the district from the Western Province.
Increment to staff. Additions to Field staff. Transfer of a section of the staff to Colombo Harbour Department. Transfer of Master Attendant's staff at Colombo to Colombo Harbour Department. Increment to officers and additions to staff.
Purchase of antiquities, specimens, &c., in excess of previous years. The steamer ceased to ply for traffic.
Decrease is only apparent, and due to transfer of certain courts from Western Province to the newly-created Province.
Increase due to payment of salary to a substitute, to the District Judge at Tangalla, and to a payment to meet a surcharge of the preceding year. Decrease due to the office of Additional Police Magistrate, Kurunegala, having been abolished.
This is a new Province, and the increase is, in a great measure, apparent.
Decrease is only apparent, a portion of the staff of this Department having been transferred to the newly-created Province.
New Province created in 1889, and the increase is counterbalanced by a decrease in the Western Province.
Lapsed salaries of deceased clergymen. Pay of new appointment of Superintendent of School of Agriculture and increment to teachers. Increments to salaries and extra expenditure on account remuneration to private practitioners. Reduction in the force.
Saving of a portion of the salary of Superintendent.

		Expenditure of 1888.		Expenditure of 1889.		Increase.		Decrease.	
		Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
	Brought forward -	1,090,940	16	1,087,183	85	20,653	8	24,409	39
53	Colonial Store - -	33278	67	33022	85	—		250	82
54	Railway Department - -	541843	27	552349	80	10506	53	—	
55	Crown Agents in London - -	5318	63	5304	89	—		13	74
56	Forest Department - -	36661	69	87275	54	50613	85	—	
57	Colombo Waterworks - -	28752	41	26612	47	—		2139	94
58	Colombo Harbour - -			99401	37	99401	37	—	
		1736789	83	1891150	77	181174	83	26813	89
	Total, Establishments -	4655003	34½	4778778	70	311117	94½	187342	59
	SERVICES EXCLUSIVE OF ESTABLISHMENTS.								
59	Pensions and Retired Allowances -	715971	53	728801	91	12830	38	—	
60	Revenue Services - -	474876	49	434905	2	—		39971	47
61	Administration of Justice - -	121715	98½	80656	70	—		41059	28½
62	Charitable Allowances - -	48164	93	48181	98	17	5	—	
63	Education - -	259696	45	272521	49	12825	4	—	
64	Hospitals and Sanitation - -	515295	37	632121	18	116825	81	—	
65	Police Services - -	110776	99	127279	7	16502	8	—	
66	Prison Services - -	420000	74	402862	31	—		17138	43
67	Rent - -	3133	35	4094	60	961	25	—	
68	Transport - -	114135	13	109699	84	—		4435	29
69	Conveyance of Mails and Postal-Telegraph Service - -	295660	10	303457	41	7797	31	—	
70	Works and Buildings - -	167246	78	240345	4	73098	26	—	
71	Roads, Streets, and Bridges -	1452953	73	1717960	2	265006	29	—	
72	Miscellaneous Services - -	550505	77	504120	27	—		46385	50
73	Interest - - -	769762	49	839145	76	69383	27	—	
74	Colonial Store - -	24726	44	24415	53	—		310	91
75	Contribution towards Military Expenditure - - -	761811	53	700764	0	—		61047	53
76	Government Vessels - -	51978	2	1484	33	—		50493	69
77	Refund of Duties, &c. -	73544	24	66681	2	—		6863	22
78	Lands taken for Government purposes -	1442	40	1055	49	—		386	91
79	Immigration - - -	84019	39	89489	5	5469	66	—	
80	Railway Services - -	2667665	64	2042541	23	—		625124	41
81	Exchange - -	161764	42	219218	11	57453	69	—	
82	Forest Services - -	128269	39	307642	16	179372	77	—	
83	Colombo Harbour - -	—		228059	3	228059	3	—	
	Total, Services exclusive of Establishments -	9975117	30½	10127502	55	1045601	89	843216	64½
	RECAPITULATION.								
84	Establishments - -	4655003	34½	4778778	70	123775	35½	—	
85	Services exclusive of Establishments -	9975117	30½	10127502	55	152385	24½	—	
	Total -	14630120	65	14906281	25	276160	60	—	

Cause of Increase or Decrease.

Additions to Establishment of the Accountant and increment to staff.

The organisation of the Department necessitated an increased staff.

A new item of expenditure, but includes portion of the charges hitherto classified with the Customs and Master Attendant's Department, Colombo.

Increase owing to additions in the pension list.
Decrease, chiefly under manufacture and collection of salt and Pearl Fishery.
The expenditure in 1889 includes only charges incurred under this head by the Fiscals, the expenditure by the Judicial Departments hitherto charged against ordinary revenue having been charged against lapsed Loan Board Funds.
Excess credits.
Increased expenditure, chiefly caused by the outbreak of cholera and smallpox.
Expenditure for uniforms and secret service caused this increase.
Decrease owing to a reduction in the number of prisoners in jail.
Rent of house engaged for kachcheri at Chilaw and Special Commissioner's Office, Colombo, contributed to raise the expenditure.
The decrease is only apparent, the expenditure by the Forest Department under this head was classified under Forest Services.

Increase due to new tappal routes being opened.
Larger expenditure incurred on new works and buildings, and on repairs.
Larger expenditure incurred on roads and bridges during this year.
Expenditure for Harbour improvements and relief works contributed to swell the expenditure in 1888; hence the decrease in 1889.

Increase caused by depreciation in the value of silver.

Reduction due to a small expenditure incurred on Colombo Defence Works.
Reduction due to the withdrawal of the Government steamer from active service.
} Fluctuating items of expenditure.
} In 1888 Rs. 750,000 were brought to account under this head to meet prospective expenditure on account of interest on sums to be raised for Railway construction to Haputale and Bentota, and hence the apparent decrease in 1889.

Depreciation in the value of silver.
Increased expenditure owing to the organisation of the Department.
New head of service.

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

V.—STATEMENT OF ASSETS AND LIABILITIES OF THE

ASSETS.	January 1, 1889.		January 1, 1890.	
	Rs.	c.	Rs.	c.
To Cash in the hands of the General Treasury and District Chests	4999109	35	5425818	98
Cash in the hands of the Crown Agents	282213	13	199073	55
Advances for redemption of Oriental Bank Corporation notes	156288	14	156288	14
Do. to Public Works Department	380175	87	77387	7
Do. to Survey Department	2500	33	2207	64
Do. to Railway Department	8241	4	5356	15
Do. to Board of Trade	84837	40	97659	41
Do. for General Stores	717899	57	865599	79
Do. to Egyptian Exiles	16461	67	27336	42
Do. to Contractors, Waterworks	8000	0	8000	0
Do. to Haputale Railway Engineer	144121	47	290048	36
Do. to Waterworks Engineer	81570	61	241978	61
Do. to Bentota Railway Engineer	28704	24	—	
Do. for Breakwater Engineer	76521	28	81521	28
Other advances	65757	94	51887	30
Recoverable arrears of Revenue	223978	0	185039	0
Balance of Loan due by Municipal Council, Kandy	238541	92	235555	3
Mauritius Government	12	50	12	50
Government of India	232	2	—	
Do. of Straits Settlements	31	30	—	
Agents, Bombay	0	3	—	
Agents, Calcutta	0	1	0	3
Sums recoverable on account of Crown Agents	145284	61	193381	21
Surcharges outstanding, estimated	100000	0	100000	0
Cash balances invested in Indian Government Securities	1094091	25	1098622	41
Total	8854573	68	9342767	88

VI.—COMPARATIVE STATEMENT OF ESTIMATED

	Estimated Revenue, 1889.		Actual Revenue, 1889.		Increase.		Decrease.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Arrears of Revenue	116000	0	118329	1	2329	1	—	
Customs	3540000	0	3656318	82	116318	82	—	
Port and Harbour Dues	562000	0	622629	75	60629	75	—	
Land Sales	350000	0	211083	26	—		138916	74
Land Revenue	1043000	0	1012906	14	—		30093	86
Rents exclusive of Lands	342000	0	345804	47	3804	47	—	
Licenses	1655000	0	1716439	48	61439	48	—	
Stamps	1120500	0	1166967	84	46467	84	—	
Taxes	38000	0	36964	97	—		1035	3
Fines, Forfeitures, and Fees of Court	64000	0	80082	42	16082	42	—	
Government Vessels	—		508	57	508	57	—	
Sale of Government Property	1090000	0	1136504	40	46504	40	—	
Reimbursements	494000	0	553525	53	59525	53	—	
Postal and Telegraph Receipts	99000	0	122758	16	23758	16	—	
Miscellaneous Receipts	205000	0	247757	7	42757	7	—	
Interest	180500	0	217623	45	37123	45	—	
Pearl Fishery	301500	0	499201	38	197701	38	—	
Special Receipts	7500	0	8188	42	688	42	—	
Railway Receipts	3350000	0	3546284	16	196284	16	—	
	14558000	0	15299877	30	911922	93	170045	63
Deduct Decrease					170045	63		
Net Increase					741877	30		

CEYLON GOVERNMENT ON JANUARY 1, 1889 AND 1890

LIABILITIES	January 1 1889.		January 1, 1890.	
	Rs	c.	Rs.	c.
By Deposits, Lapsed Loan Board Fund	123583	44	81355	47
Do. District Court Suitors	87807	74	139105	32
Do. Courts of Requests Suitors	58604	41	57864	65
Do. Breakwater Works	12733	19	3629	66
Do. Railway Permanent Way Materials	16121	56	101672	51
Do. Grant-in-aid Road Assessment	39222	75	39560	6
Do. Railway Construction Account	56231	6	49280	0
Do. Light Dues	5556	57	5345	23
Do Nanu-oya Railway	1281645	62	26812	20
Do. Bentota Railway	—		61742	3
Do. Telegraph Receipts	173862	44	182057	61
Do. Colombo Waterworks	4908	82	7298	93
Do. Public Works	230818	31	255167	92
Do. Government balance in Oriental Bank Corporation	6818	59	6818	59
Do. Widows' and Orphans' Pension Fund	78494	18	39573	59
Do. Currency Notes Reserve Fund	2863551	50	3381664	62
Do. Colombo Defence Works	3969	55	750	34
Do. Interest on loans to be raised for the Haputale and Bentota Railways	750000	0	750000	0
Do. Irrigation Fund	91365	39	65940	48
Do Harbour Improvements	42979	0	42979	0
Do. Depreciation Fund	16262	9	21102	83
Do. Haputale Railway	—		1427	12
Miscellaneous deposits	1411908	56	1509047	84
Crown Agents on account Currency Note Reserve Fund	96	50	96	50
Sums payable on account of Crown Agents	14066	74	5854	64
Sums refunded in England to be adjusted	—		47	35
Family Remittances outstanding	28656	28	27647	15
Drafts and Remittances outstanding	160711	42	261256	24
Loan obtained in England at call	—		816551	77
Government of Straits Settlements	—		21	34
Agents, Bombay	—		55599	55
Agents, Madras	1006	68	0	32
Unexpended balances of preceding year brought forward for expenditure	143149	39	223387	46
Bills drawn on the Colony by Crown Agents	200000	0	—	
Egyptian Government	—		165	6
Overdrafts from New O. B. C., Jaffna, on current account	—		14861	95
Total Liabilities	7904131	78	8235685	33
Excess of Assets over Liabilities	950441	90	1107082	55
Total	8854573	68	9342767	88

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

AND ACTUAL REVENUE FOR 1889.

Cause of Excess or Deficiency.
Under-estimated.
Less land sold.
Over-estimated.
Under-estimated.
Better prices realised by the sale of arrack farm.
Increase apparently due to revival of trade.
Over-estimated.
Under-estimated.
Increased sale of salt.
Under-estimated.
The fishery proved to be more successful than anticipated.
Under-estimated.

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

VII.—COMPARATIVE STATEMENT OF ESTIMATED

	ESTABLISHMENTS, INCLUDING FIXED AND PROVISIONAL SALARIES, ALLOWANCES, AND OFFICE CONTINGENCIES.	Estimated.		Actual.		Increase.		Decrease.	
		Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
	Civil.								
1	His Excellency the Governor -	108733	65	107299	18	—		1434	47
2	Secretariat - -	178204	94	175924	7	—		2280	87
3	Treasury - -	38172	93	38091	11	—		81	82
4	Audit Office - -	62000	0	61420	24	—		579	76
	PROVINCIAL AGENCIES.								
5	Western Province - -	102979	0	102373	77	—		605	23
6	Central do. - -	99731	59	99092	77	—		638	82
7	Northern do. - -	86612	97	85881	2	—		731	95
8	Southern do. - -	98038	0	97517	65	—		520	35
9	Eastern do. - -	63090	0	62708	42	—		381	58
10	North-Western do. - -	92775	0	92729	67	—		45	33
11	North-Central do. - -	35901	60	35896	78	—		4	82
12	Uva do. - -	31736	0	31809	75	73	75	—	
13	Sabaragamuwa do. - -	50059	20	49141	62	—		917	58
14	Public Works Department - -	336842	0	320512	75	—		16329	25
15	Survey Department - -	279182	19	273943	16	—		5239	3
16	Customs Department - -	133718	82	131612	32	—		2106	50
17	Harbour Department other than Colombo	22370	0	21214	88	—		1155	12
18	Postal-Telegraph Department -	237455	0	230523	3	—		6931	97
19	Grain Commissioners - -	21448	22	21448	22	—		—	
20	Royal Botanic Gardens - -	18847	0	18776	6	—		70	94
21	Colombo Museum - -	25706	57	27659	67	1953	10	—	
	Total, Civil Establishments -	2123604	68	2085576	14	2026	85	40055	39
	Judicial.								
22	Supreme Court Judges - -	67323	33	67323	29	—		0	4
23	Registry of the Supreme Court -	23318	0	23251	49	—		66	51
24	Attorney and Solicitor-Generals -	61392	82	61173	13	—		219	69
	DISTRICT COURTS, POLICE COURTS, AND COURTS OF REQUESTS.								
25	Western Province - -	102009	56	99545	90	—		2463	66
26	Central do. - -	77490	36	76113	14	—		1377	22
27	Northern do. - -	41243	0	40336	51	—		906	49
28	Southern do. - -	75612	72	75342	65	—		270	7
29	Eastern do. - -	18095	0	17058	1	—		1036	99
30	North-Western do. - -	32499	87	35062	37	2562	50	—	
31	North-Central do. - -	2440	0	2434	49	—		5	51
32	Uva do. - -	19019	75	18934	4	—		85	71
33	Sabaragamuwa do. - -	26620	34	26593	20	—		27	14
34	Registration Department - -	128986	0	125565	52	—		3420	48
35	Special Commissioner for Registration of Titles to Land - -	10160	0	8662	91	—		1497	9
	FISCALS.								
36	Western Province - -	33801	0	33934	89	133	89	—	
37	Central do. - -	23432	0	22769	83	—		662	17
38	Northern do. - -	16185	0	15812	73	—		372	27
39	Southern do. - -	19020	0	19066	31	46	31	—	
40	Eastern do. - -	5570	0	5593	4	23	4	—	
41	North-Western do. - -	11850	0	11822	83	—		27	17
42	North-Central do. - -	1670	0	1635	8	—		34	92
43	Uva do. - -	3400	0	3330	0	—		70	0
44	Sabaragamuwa do. - -	5999	0	5853	44	—		145	56
45	Loan Board - -	4850	0	4836	99	—		13	1
	Total, Judicial Establishments -	811987	75	802051	79	2765	74	12701	70
46	Ecclesiastical Establishments -	80267	50	72833	42	—		7434	8
47	Public Instruction - -	214852	0	213988	73	—		863	27
48	Medical Department - -	246446	0	246667	15	221	15	—	
49	Police Department - -	439752	0	429616	14	—		10135	86
50	Prisons Department - -	67130	0	65093	65	—		2036	35
51	Convict Establishment - -	63769	0	58984	76	—		4784	24
52	Colonial Store - -	33023	0	33022	85	—		0	15
53	Railway Department - -	597912	50	552349	80	—		45562	70
54	Crown Agents, London - -	5266	0	5304	89	38	89	—	
55	Colombo Waterworks - -	27014	0	26612	47	—		401	53
56	Forest Department - -	92553	0	87275	54	—		5277	46
57	Colombo Harbour - -	98501	0	99401	37	900	37	—	
		1966486	0	1891150	77	1160	41	76495	64
	Total, Establishments -	4902078	43	4778778	70	5953	0	129252	73

AND ACTUAL EXPENDITURE FOR 1889.

Cause of Increase or Decrease.

The net savings in Establishments amount to Rs. 123,299·73. These savings are spread over every Departmen with but few exceptions, and these exceptions are the result of excess credits surcharged.

		Estimated.		Actual.		Increase.		Decrease.	
	SERVICES EXCLUSIVE OF ESTABLISHMENTS.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
58	Pensions and Retired Allowances -	725522	47	728801	91	3279	44	—	
59	Revenue Services - -	478723	67	434905	2	—		43818	65
60	Administration of Justice -	86484	56	80656	70	—		5827	86
61	Charitable Allowances - -	51102	0	48181	98	—		2920	2
62	Education - -	266044	0	272521	49	6477	49	—	
63	Hospitals and Sanitation - -	634885	30	632121	18	—		2764	12
64	Police Services - -	119152	17	127279	7	8126	90	—	
65	Prison Services - -	417396	72	402862	31	—		14534	41
66	Rent - -	4820	0	4094	60	—		725	40
67	Transport - -	121713	0	109699	84	—		12013	16
68	Conveyance of Mails and Postal-Telegraph Services - -	297002	0	303457	41	6455	41	—	
69	Works and Buildings - -	325911	0	240345	4	—		85565	96
70	Roads, Streets, and Bridges -	1891947	59	1717960	2	—		173987	57
71	Miscellaneous Services - -	492543	22	504120	27	11577	5	—	
72	Interest - -	839951	0	839145	76	—		805	24
73	Colonial Store - -	26390	0	24415	53	—		1974	47
74	Contribution towards Military Expenditure - -	811064	0	700764	0	—		110300	0
75	Government Vessels - -	1484	33	1484	33	—		—	
76	Lands taken for Government Purposes-	1620	0	1055	49	—		564	51
77	Immigration - -	97888	0	89489	5	—		8398	95
78	Railway Services - -	2131269	54	2042541	23	—		88728	31
79	Exchange - -	142000	0	219218	11	77218	11	—	
80	Forest Services - -	244564	0	307642	16	63078	16	—	
81	Colombo Harbour - -	264541	66	228059	3	—		36482	63
82	Refund of Duties - -	75000	0	66681	2	—		8318	98
	Total, Services exclusive of Establishments -	10549020	23	10127502	55	176212	56	597730	24
	RECAPITULATION.								
83	Establishments - -	4902078	43	4778778	70	—		123299	73
84	Services exclusive of Establishments -	10549020	23	10127502	55	—		421517	68
	Total Expenditure -	15451098	66	14906281	25	—		544817	41

Cause of Increase or Decrease.
Excess credits. Over-estimated.
Excess credits.
Do. Over-estimated.
Do.
Excess credits. Inability to spend the sums voted within the year has apparently resulted in a large unexpended balance, of which the sum of Rs. 219,537 has been brought forward for expenditure in 1890. Under-estimated.
The vote for Colombo defences has not been fully spent, hence a large saving.
Over-estimated. Do. Under-estimated. Inability to spend the amount voted within the year resulted in large unexpended balance, of which Rs. 20,000 were brought forward for expenditure in 1890. Over-estimated.

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

VIII.—ABSTRACT OF REVENUE AND EXPENDITURE, and of Receipts and Payments on Personal Accounts, from January 1 to December 31, 1889.

	Rs.	c.	Rs	c.
To Balance on January 1, 1889, viz. :—				
In the General Treasury and District Chests ..	4999199	35		
In the hands of the Crown Agents ...	282213	13		
			5281322	48
To Revenue Receipts during 1889, viz. :—				
Arrears of Revenue	118329	1		
Customs	3656318	82		
Port and Harbour Dues	622629	75		
Land Sales	211083	26		
Land Revenue	1012906	14		
Rents exclusive of Lands	345804	47		
Licenses	1716439	48		
Stamps	1166967	84		
Taxes	36964	97		
Postal and Telegraph receipts	122758	16		
Fines, Forfeitures, and Fees of Court ...	80082	42		
Government Vessels	508	57		
Sale of Government Property	1136504	40		
Reimbursements	553525	53		
Miscellaneous Receipts	247757	7		
Interest ...	217623	45		
Pearl Fishery	499201	38		
Special Receipts	8188	42		
Railway Receipts	3546284	16		
			15299877	30
To Sums received in Deposit :—				
Suitors' money, District Courts	1282012	71		
Do. Court of Requests	73352	89		
Lapsed Loan Board Funds	16053	71		
Nanu-oya Railway	1320	55		
Bentota Railway	500973	11		
Breakwater Works	10144	74		
Grant-in-aid Road Assessment	33132	64		
Colombo Waterworks	162104	23		
Basses and Minicoy Light Dues	29390	95		
Railway Permanent Way Stock	128225	81		
Public Works	637488	45		
Irrigation Fund	476759	31		
Currency Note Reserve Fund	3770225	32		
Do. Depreciation Fund	34231	29		
Telegraph Receipts	270819	4		
Widows' and Orphans' Pension Fund ...	126867	9		
Colombo Defence Works	100	0		
Other Deposits	6200340	47½		
Haputale Railway	723786	71		
			14477329	2½

	Rs.	c.	Rs.	c.
By Establishments, viz. :—				
Fixed Salaries	1890430	21		
Provisional Salaries	2672805	55		
Allowances	80219	73		
Office Contingencies	135323	21		
			4778778	70
By Services exclusive of Establishments :—				
Pensions, Retired Allowances, and Gratuities ...	728801	91		
Revenue Services	434905	2		
Administration of Justice	80656	70		
Charitable Allowances	48181	98		
Education	272521	49		
Hospitals and Sanitation	632121	18		
Police Services	127279	7		
Prison Services	402862	31		
Rent	4094	60		
Transport	109699	84		
Conveyance of Mails and Postal-Telegraph Services	303457	41		
Works and Buildings ...	240345	4		
Roads, Streets, and Bridges	1717960	2		
Miscellaneous Services	504120	27		
Interest	839145	76		
Colonial Store	24415	53		
Military Expenditure	700764	0		
Government Vessels	1484	33		
Refund of Duties, Drawbacks, &c. ..	66681	2		
Lands taken for Government Purposes ...	1055	49		
Immigration	89489	5		
Railway Services	2042541	23		
Exchange	219218	11		
Forest Services	307642	16		
Colombo Harbour	228059	3		
			10127502	55
By Expenditure against Balances, viz. :—				
Works and Buildings	4599	90		
Roads, Streets, and Bridges	76431	15		
			81031	5
By Payments from Deposits :—				
Suitors' money, District Courts	1230715	13		
Do. Court of Requests ...	74092	65		
Lapsed Loan Board Funds	58281	68		
Nanu-oya Railway	1256153	97		
Bentota Railway	439231	8		
Breakwater Works	19248	27		
Grant-in-aid Road Assessment	32796	33		
Colombo Waterworks	159714	12		
Basses and Minicoy Light Dues... ..	29602	29		
Railway Permanent Way Stock ...	42674	86		
Public Works	613138	84		

To sums received in repayment of Advances :—							
Public Works Department ...			2565503	4			
Survey Department ...			95288	53			
Board of Trade ...			80677	99			
Engineer, Colombo Waterworks ...			641	0			
Railway Department ...			1784934	72			
Engineer, Haputale Railway ...			377148	53			
Colonial Store ...			1153899	3			
Bentota Railway ..			45513	37			
Breakwater Works ...			5000	0			
Other Advances ...			667041	12			
					6775647	33	
To Drafts drawn ...			11298231	86			
Remittances received ...			4833301	16			
Sums placed to credit of Crown Agents ...			4276231	32			
Over-drafts from New O. B. C., Jaffna ...			14861	95			
Copper Coins received ...			—				
Loan to Kandy Municipality repaid ...			2986	89			
To Crown Agents' receipts :—							
Proceeds of Bills drawn on the Colony	3300000	0					
Principal of Debentures redeemed ...	29090	91					
Board of Trade repayments ...	56122	80					
Interest on Investments ...	59206	95					
Loans at call at Bank rate ...	816551	71					
Other Receipts ...	29409	40					
			4290381	77			
To Her Majesty's Government ...			225	51			
Government of India ...			1785	49			
Government of Straits Settlements ...			52	64			
Agents, Calcutta ...			1570	98			
Agents, Bombay ...			56578	5			
Agents, Madras ...			3845	55			
Indian Investments ...			—				
Egyptian Government ...			165	6			
					24,780,218	23	
Carried over ...			—		66,614,394	36½	

Irrigation Fund ...			502184	22			
Currency Note Reserve Fund ...			3252112	20			
Do. Depreciation Fund ...			29390	55			
Telegraph Receipts ...			262623	87			
Widows' and Orphans' Pension Fund ...			165787	68			
Colombo Defence Works ...			3319	21			
Haputale Railway ...			722359	59			
Railway Construction Fund ...			6951	6			
Other Deposits ...			6103200	19			
By Advances made, viz. :—					15003577	79	
Egyptian Exiles ...			10874	75			
Public Works Department ...			2263714	24			
Survey Department ...			94995	84			
Board of Trade ...			93500	0			
Engineer, Colombo Waterworks...			161049	0			
Railway Department ...			1782049	83			
Engineer, Haputale Railway ...			523075	42			
Colonial Store ...			1301599	25			
Bentota Railway ...			16809	13			
Breakwater Works ...			10000	0			
Other Advances ...			652170	48			
					6909837	94	
By Drafts paid ...			11298988	70			
Remittances made ...			4731999	50			
Sums debited to Crown Agents ...			3631818	71			
Cost of Copper Coins ...			37996	14			
By Crown Agents' Disbursements :—							
Breakwater Works ...	6135	81					
Colombo Waterworks ...	57353	89					
Stores ...	898251	37					
Interest and Sinking Fund, Breakwater Loans ...	546586	73					
Do. Waterworks Loans	239786	49					
Do. Railway Loans ...	923952	72					
Railway Permanent Way Materials	146214	47					
Bentota Railway	200699	24					
Hospitals and Sanitation Charges	76848	46					
Haputale Railway ...	58352	33					
Post Office, London ...	63872	68					
Salaries ...	117867	98					
Pensions ...	444735	58					
Invested on account of Currency Commissioners ...	29090	91					
Invested on account of Currency Depreciation Fund ...	13390	95					
Family Remittances ...	174214	47					
Other Purposes ...	346167	27					
			4373521	35			
Carried over ...	—		24,074,324	40	36,900,728	3	

	Rs. c.	Rs. c.		Rs. c.	Rs. c.
Brought forward...	—	66,614,394 36½	Brought forward...	24,074,324 40	36,900,728 3
			By Her Majesty's Government	225 51	
			Government of India	2296 35	
			Agents, Calcutta	1571 0	
			Agents, Bombay	978 47	
			Agents, Madras	4851 91	
			Indian Investments	4531 16	
			Total Payments on Personal Accounts		24,088,778 80
			Total Expenditure and Payments ...	—	60,989,506 83
			Balance on December 31, 1889 ...	—	5,624,887 53½
Total Receipts on Personal Accounts ...	—	66,614,394 36½	Total ..	—	66,614,394 36½

IX.—STATEMENT SHOWING THE BALANCE OF THE CEYLON GOVERNMENT AVAILABLE FOR APPROPRIATION on January 1, 1890.

Nil.

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

X.—STATEMENT OF ALL LOANS MADE BY THE COLONY, AND PAYABLE TO IT.

For what cause.	Under what Authority.	Amount of Original Loan.	Amount repaid to December 31, 1889.	Balance payable on December 31, 1889.	Probable date of Final Repayment.	Source from which Repayment is to be made.
		Rs. c.	Rs. c.	Rs. c.		
Kandy Waterworks ...	Ord. 18 of 1884	250,000 0	14,444 97	235,555 3	1925	Water-rate on house property within Municipal limits.
Kandy Industrial School...	The Governor	10,000 0	100 0	9,900 0	Not defined	
		260,000 0	14,544 97	245,455 3		

Audit Office,
Colombo, June 19, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

XI.—COMPARATIVE STATEMENT OF THE ACTUAL REVENUE AND EXPENDITURE OF THE COLONY for the Nine Months ended September 30, 1889 and 1890.

REVENUE.	Nine months ended September 30, 1889.	Nine months ended September 30, 1890.	Increase.	Decrease.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Arrears of revenue of former years recovered ...	107,264 38	153,460 70½	46,196 32½	—
Revenue of the Current Year.				
Customs	2,638,883 96	2,774,758 70	135,874 74	—
Port and Harbour Dues ...	78,124 98	81,136 30	3,011 32	—
Colombo Harbour Dues ...	389,357 43	422,136 33	32,778 90	—
Land Sales	139,156 80	155,229 63	16,072 83	—
Land Revenue ...	750,297 80	761,362 78	11,064 98	—
Rents, exclusive of Lands ...	254,948 59	245,596 53½	—	9,352 5½
Licenses	1,241,342 68	1,384,272 83	142,930 15	—
Stamps	882,481 71	928,243 47	45,761 76	—
Taxes, Assessment on Houses and Gardens ...	23,816 78½	21,922 21½	—	1,894 57
Postal and Telegraph Receipts	64,064 42	59,113 49	—	4,950 93
Fines and Forfeitures ...	56,675 46	66,975 69	10,300 23	—
Sale of Government Property...	760,977 69	917,674 34	156,696 65	—
Reimbursements in aid of Expenses incurred by Government ...	433,570 94	476,020 84	42,449 90	—
Interest	128,001 85	114,998 10	—	13,003 75
Miscellaneous Receipts ...	162,108 81	271,997 99	109,889 18	—
Special Receipts ...	5,267 1	5,301 32	34 31	—
Pearl Fishery	498,139 58	315,451 61	—	182,687 97
Railway Receipts ...	2,575,210 87	2,804,565 14	229,354 27	—
Government Vessels ...	508 57	13 0	—	495 57
Total ...	11,190,200 31½	11,960,231 1½	982,415 54½	212,384 84½
		Deduct Decrease ...	212,384 84½	
		Net Increase ...	770,030 70	

EXPENDITURE.	Nine months ended September 30, 1889.	Nine months ended September 30, 1890.	Increase.	Decrease.
Establishments.	Rs c.	Rs. c.	Rs. c.	Rs. c
Fixed Salaries ..	1,380,916 78	1,399,377 51½	18,460 73½	—
Provisional & Temporary Salaries	1,900,015 80	1,937,626 14½	37,610 34½	—
Allowances ...	48,956 97	43,712 93	—	5,244 4
Office Contingencies ...	85,536 71	92,647 95	7,111 24	—
Services exclusive of Establishments.				
Pensions & Retired Allowances	521,441 95	381,959 1	—	139,482 94
Revenue Services ...	194,807 45	216,348 1	21,540 56	—
Administration of Justice ...	49,154 79	85,006 18	35,851 39	—
Charitable Allowances ...	34,656 51	34,911 32	254 81	—
Education	140,349 50	140,086 61	—	262 89
Hospitals and Sanitation ...	351,841 15	412,080 45	60,239 30	—
Police Services ..	82,383 97	79,487 70	—	2,896 27
Prison Services .	263,834 4	267,031 21	3,197 17	—
Rent	2,459 83	2,577 20	117 37	—
Transport	76,770 11	81,358 44	4,588 33	—
Conveyance of Mails and Postal Telegraph Services ...	228,301 25	176,363 5	—	51,938 20
Works and Buildings ..	129,553 38	198,313 72	68,760 34	—
Roads, Streets, and Bridges ...	1,000,208 8	1,280,386 41	280,178 33	—
Miscellaneous	349,317 94	343,712 21	—	5,605 73
Interest	495,177 91	482,501 4	—	12,676 87
Colonial Store .	8,139 31	10,395 44	2,256 13	—
Military Expenditure ...	530,266 62	545,105 6	14,838 44	—
Refund of Duties ...	45,251 69	55,047 25	9,795 56	—
Lands taken for Government Purposes	969 24	4,098 96	3,129 72	—
Immigration ...	57,261 41	60,851 65	3,590 24	—
Railway Services ...	1,096,047 67	1,036,540 60	—	59,507 7
Railway Construction ...	—	—	—	—
Exchange	31,089 69	12,656 9	—	18,433 60
Colombo Harbour ...	57,156 35	100,662 61	43,506 26	—
Forest Services ...	113,383 54	108,730 74	—	4,652 80
Total ..	9,275,249 64	9,589,575 50	615,026 27	300,700 41
		Deduct Decrease .	300,700 41	
		Net Increase ..	314,325 86	

Audit Office,
Colombo, October 14, 1890.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

XII.—COMPARATIVE STATEMENT OF THE ESTIMATED AND ACTUAL REVENUE AND EXPENDITURE OF THE COLONY for the Nine Months ended September 30, 1890.

REVENUE.	Estimated Revenue for 9 months.		Actual Revenue for 9 months.		Increase.		Decrease.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Arrears of Revenue of former years recovered ...	112,500	0	153,460	70½	40,960	70½	—	
Revenue of the Current Year.								
Customs ...	2,737,500	0	2,774,758	70	37,258	70	—	
Port and Harbour Dues ...	112,500	0	81,136	30	—		31,363	70
Colombo Harbour Dues ...	375,000	0	422,136	33	47,136	33	—	
Land Sales ...	187,500	0	155,229	63	—		32,270	37
Land Revenue ...	750,000	0	761,362	78	11,362	78	—	
Rents exclusive of Lands ...	263,250	0	245,596	53½	—		17,653	46½
Licenses	1,350,000	0	1,384,272	83	34,272	83	—	
Stamps	873,750	0	928,243	47	54,493	47	—	
Taxes, Assessment on House- and Gardens	28,500	0	21,922	21½	—		6,577	78½
Postal and Telegraph Receipts.	76,500	0	59,113	49	—		17,386	51
Fines and Forfeitures ...	51,000	0	66,975	69	15,975	69	—	
Sale of Government Property...	858,000	0	917,674	34	59,674	34	—	
Reimbursements in aid of expenses incurred by Government	390,000	0	476,020	84	86,020	84	—	
Interest	152,250	0	114,998	10	—		37,251	90
Miscellaneous Receipts ...	169,500	0	271,997	99	102,497	99	—	
Special Receipts ...	5,250	0	5,301	32	51	32	—	
Pearl Fishery	264,000	0	315,451	61	51,451	61	—	
Government Vessels ...	—		13	0	13	0	—	
Railway Receipts ...	2,700,000	0	2,804,565	14	104,565	14	—	
Total ...	11,457,000	0	11,960,231	1½	645,734	74½	142,503	73
Deduct Decrease ...					142,503	73		
Net Increase ...					503,231	1½		

EXPENDITURE.	Estimated Expenditure for 9 months.		Actual Expenditure for 9 months.		Increase.		Decrease.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Establishments.								
Fixed Salaries ...	1,430,191	31	1,399,377	51½	—		30,813	79½
Provisional and Temporary Salaries	2,083,368	18	1,937,626	14½	—		145,742	3½
Allowances	61,302	18	43,712	93	—		17,589	25
Office Contingencies ...	95,514	75	92,647	95	—		2,866	80
Services exclusive of Establishments.								
Pensions and Retired Allowances	542,618	61	381,959	1	—		160,659	60
Revenue Services ...	294,442	50	216,348	1	—		78,094	49
Administration of Justice ...	94,287	0	85,006	18	—		9,280	82
Charitable Allowances ...	38,372	25	34,911	32	—		3,460	93
Education	198,033	0	140,086	61	—		57,946	39
Hospitals and Sanitation ...	471,490	31	412,080	45	—		59,409	86
Police Services ...	82,087	50	79,487	70	—		2,599	80
Prison Services ...	306,993	75	267,031	21	—		39,962	54
Rent	3,093	75	2,577	20	—		516	55
Transport	89,658	75	81,358	44	—		8,300	31
Conveyance of Mails and Postal-Telegraph Services	206,382	0	176,363	5	—		30,018	95
Works and Buildings ...	322,115	25	198,313	72	—		123,801	53
Roads, Streets, and Bridges...	1,450,673	46	1,280,386	41	—		170,287	5
Miscellaneous ...	316,943	25	343,712	21	26,768	96	—	
Interest	652,862	25	482,501	4	—		170,361	21
Colonial Store ...	17,767	50	10,395	44	—		7,372	6
Military Expenditure ...	651,610	50	545,105	6	—		106,505	44
Refund of Duties ...	45,000	0	55,047	25	10,047	25	—	
Lands taken for Government Purposes ...	3,090	0	4,098	96	1,008	96	—	
Immigration	68,235	0	60,851	65	—		7,383	35
Railway Services ...	1,516,561	3	1,036,540	60	—		480,020	43
Government Vessels ...	—		—		—		—	
Exchange	106,500	0	12,656	9	—		93,843	91
Forest Services ...	163,088	62	108,730	74	—		54,357	88
Colombo Harbour ...	133,525	68	100,662	61	—		32,863	7
Total ...	11,445,808	38	9,589,575	50	37,825	17	1,894,058	5
Deduct Increase ...							37,825	17
Net Decrease ...							1,856,232	88

Audit Office,
Colombo, October 14, 1889.

F. R. SAUNDERS,
Acting Auditor-General and Controller of Revenue.

XIII.—ESTIMATE OF THE REVENUE AND EXPENDITURE OF THE COLONY for the Year 1891.

REVENUE.	Rs.	c.
Arrears of Revenue of former years ...	159,000	0
Revenue of the Current Year.		
Customs	3,650,000	0
Port and Harbour Dues ..	650,000	0
Land Sales	250,000	0
Land Revenue	1,000,000	0
Rents exclusive of Lands ...	348,000	0
Licenses	1,845,000	0
Stamps	1,200,000	0
Taxes	36,000	0
Fines, Forfeitures, and Fees of Court	80,000	0
Sale of Government Property ...	1,200,000	0
Reimbursements in aid of Expenses incurred by Government ...	593,000	0
Postal and Telegraph Receipts ...	126,000	0
Miscellaneous Receipts ...	240,000	0
Interest (including interest on cash balances)	226,000	0
Special Receipts	8,500	0
Railway Receipts	3,900,000	0
Pearl Fishery	500	0
Draft from Balances	424,494	0
Total	15,936,494	0

EXPENDITURE.	Rs.	c.	Rs.	c.	Rs.	c.
Fixed Establishments :						
Civil	1,070,362	75				
Judicial	569,530	0				
Ecclesiastical	63,940	0				
Public Instruction	30,750	0				
Medical	83,550	0				
Police	23,500	0				
Prisons	41,622	0				
Colonial Store	25,822	0				
Colombo Harbour	6,475	0				
			1,915,551	75		
Interest on Breakwater Loan	—		450,506	0		
Do. and Sinking Fund on Waterworks Loan ...	—		198,975	0		
Do. on Railway Loan	—		765,000	0		
Do. on Widows' and Orphans' Pension Fund ...	—		40,000	0		
Do. and Sinking Fund, Kalawewa Loans ...	—		25,000	0		
Contribution towards Military Expenditure ...	—		750,000	0		
Do. do. Irrigation Fund ...	—		240,000	0		
					4,385,032	75
Charges voted by the Legislative Council in Appropriation Ordinance for 1891	—		—		11,102,542	29
Works charged on Balances	—		—		424,494	0
Surplus Revenue	—		—		24,424	96
			Total ...		15,936,494	0

Council Chamber,
Colombo, December 17, 1890.

E. NOEL WALKER,
Colonial Secretary.

LVI.—1890.

LETTER

FROM

THE GOVERNMENT AGENT, ANURÁDHAPURA,

ON THE SUBJECT OF

THE RESTORATIONS OF THE ABHAYAGIRI AND MIRISAWETIYA DÁGABAS.

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
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1890.

ABHAYAGIRI AND MIRISAWETIYA DÁGABAS.

The GOVERNMENT AGENT, Anurádhapura, to the Hon. the COLONIAL SECRETARY.

No. 249.

Anurádhapura Kachchéri,
November 20 (21), 1890.

SIR,—IN reply to your letter No. $\frac{1,04}{01403}$ of the 5th instant, I have the honour to forward the returns called for by you.

2. At the same time I annex some remarks bearing on the history of the restoration of the Abhayagiri or Mirisawetiya Dágabas, and the reasons for the employment of prison labour and expenditure from the vote for Archæology. I may add that no religious establishment is attached to either of these dágabas: no priests reside there. In the case of the Ruwanweli Dágaba, to which a *pansala* is attached, no public money or prison labour has been given.

3. With regard to the work carried out upon the Abhayagiri Dágaba, the question of employment of money from the Archæological vote and of prison labour was fully discussed in the Legislative Council upon a motion by Mr. Henry Bois, in 1886, to which reference can, if necessary, be made. The work was undertaken to secure the stability of the "toe" and of the existing portion of the spire on the summit of the dágaba. At first it was thought that it merely required "under-pinning" and "pointing," but as the work went on it was found that more extensive repairs were required, and that unless these were undertaken the enormous mass was likely to speedily fall to pieces.

4. Putting aside the question of preservation of an ancient historical monument, it was felt that a great loss of life would certainly occur if the spire and its base fell during the frequent pilgrimages of the year. Consequently it was determined to encase the existing work in solid masonry. This has now been done, and the Provincial Engineer having reported that the work was completed on the 18th ultimo, the prisoners were removed to the Mirisawetiya branch jail.

5. As regards the Mirisawetiya Dágaba, I may state that it is interesting as a record of an historical event. It commemorates the victory of King Dutugemunu and recovery of his kingdom. According to the chronicles, it was built in 158 B.C., and contains enshrined in it the sceptre (*jaya-konté*) of that monarch.

6. In the course of excavations carried on by Mr. Dickson with the assistance of Mr. Smither, Government Architect, the fine cut-stone structure on the west side of the dágaba was unearthed. These structures, one of which is placed at each of the cardinal points in every dágaba, are styled, for want of a better term, "chapels." This chapel is specially interesting to antiquarians as the only perfect specimen remaining. It still possesses the lofty stone pillars ("*stelæ*"*), crowned by lion capitals like the Lâts,† ornamented with very perfect carvings of the ancient Buddhist emblems of the wheel (*chakkra*), *swastika*, *trisul*, &c., while the courses of "lamp-supports," mouldings of "Buddhist rail," "*chaitiya* window," and elephant heads are in excellent preservation.

7. On February 9, 1881, at a General Meeting of the Ceylon Branch of the Royal Asiatic Society (at which Sir W. H. Gregory was present), Sir Arthur Gordon said :—

> I should also like to see some archæological work undertaken and I understand from the information I have received that it would cost no large sum to complete the excavation of the very interesting dágaba [Mirisawetiya], in the immediate vicinity of the prison at Anurádhapura. There have already been uncovered most interesting sculptures, and I believe the sides of the wall presented sculptures of some kind. Besides the sculptures, in the opinion of those competent to judge, many interesting remains will be found. I would propose, therefore, that the Members of the Society should subscribe for this purpose. I am willing to head the list myself as funds are wanted.

Mr. Dickson, the President of the Royal Asiatic Society, Ceylon Branch, followed :—

> Whether we shall adopt the Governor's suggestion will be for you [*i.e.*, the Members present] to say. The Mirisawetiya is no doubt specially interesting from its history, because it rose in this way. King Dutugemunu slew the Tamil invader Elála in single combat, and he threw down his clothes on the spot where the dágaba stands and went down into Tissawewa to bathe. When he came back he made a vow that, as a thank offering, he would build there a dágaba, which is the structure we are now discussing. With the assistance of Mr. Smither, a very beautiful portion of it has been already cleared and exposed to view, and the Governor's suggestion is that we should continue that exploration. I would suggest that the three remaining "chapels" should be excavated, as the delicate sculptures and tracing already exposed to view afford perhaps the finest artistic work of any carving that has yet been disinterred.

8. In response to this appeal a sum of about Rs. 1,000 was subscribed by the Society, and excavations commenced under Mr. Burrows' superintendence.

9. Unluckily the "chapel" chosen for excavation was that at the east, and this was found to have almost perished, having been built of brick and stucco work. However, a ring-section through the *débris* showed that the walls of the dágaba were in very fair condition. But as the results were unfavourable, the Royal Asiatic Society did not pursue the excavations.

10. In 1888 I had some unofficial communications with Sir Arthur Gordon, who informed me that a Siamese prince, during his stay in Colombo, had placed in the Governor's hands a sum of money which he desired should be expended upon some Buddhist monument of historical interest.

Vide Ferguson's "Eastern Architecture" (page 189, vol. iii.). † *Ibid*, pages 54, 55.

and Sir Arthur Gordon suggested that the money might be devoted to the restoration of the Mirisawętiya Dágaba (in clearing away the fallen *débris* and thereby uncovering the sculptures and "ambulatories") and rebuilding the upper portion which had fallen away. I understood that the Siamese prince accepted the suggestion, and that Sir Arthur Gordon offered to allow prison labour to assist in the work as an act of courtesy and friendly assistance to the King of Siam.

11. The work commenced early in 1889, and the *débris* surrounding the main structure has been removed, disclosing fine north and south "chapels" of the same kind as that first unearthed on the west; the "ambulatories" have been cleared, and the bell-like form of the structure is now visible. At present the prisoners are engaged in building arches to support a casing which will form the upper portion of the "bell" and spire.

12. Sir Arthur Gordon took a deep interest in the progress of the work from the purely antiquarian or archæological point of view, as will be seen from his remarks which I have quoted above.

13. There are no official papers or instructions on the subject. Both I and the Provincial Engineer received our directions from the Governor personally, and these directions we have carried out as far as possible with the labour force at our disposal.

14. A sum of Rs. 12,500 was remitted to me by Captain Christopher, A.D.C., and was deposited in the Bank of Madras. From this I have drawn various sums amounting to Rs. 4,645·44. Each draft was placed by me in depost in this Kachchéri and paid to the Provincial Engineer, who duly furnished vouchers for the expenditure. The balance remaining in my hands is Rs. 7,854·56.

I am, &c.,

R. W. IEVERS,
Government Agent.

RETURNS.

A.—Distribution of Prison Labour, Anurádhapura Prison.

	From January 1 to December 31, 1889.	From January 1 to September 30, 1890.	Total Days' Labour.
Jail services ...	4,976	9,347	14,323
Sweeping public grounds	4,084	2,914	6,998
Scavenging the town	947	1,955	2,902
Making cement pipes	4,255	1,439	5,794
Restoring Abhayagiri dágoba	21,186	20,780	41,966
Restoring Mirisawętiya dágoba	3,800	20,433	24,233
Clearing pokunas ...	—	1,571	1,571
Clearing Botanical Garden	—	392	392
Puting up jail temporary sheds	5,473	1,821	7,294
Clearing jail premises	—	190	190
Levelling hospital grounds	—	121	121
Fencing Government premises	—	81	81
Clearing public latrines	—	244	244
Breaking stone ...	960	15	975
Cutting ramba for sheds	—	122	122
Water-supply works	—	180	180
Attendants of patients, Civil Hospital	—	487	487
Channel works ...	3,167	—	3,167
Building Surveyor's bungalow	4,473	—	4,473

B.—Expenditure on Abhayagiri and Mirisawętiya.

	Public Money. Rs.	c.	Private Money. Rs.	c.
Mirisawętiya dágaba ...	—		4,645	44
Abhayagiri dágaba ...	5,649	46	—	
Total ...	5,649	46	4,645	44

LVII.—1890.

RAILWAY EXTENSION NORTHWARDS.

INTERIM REPORT of the COMMISSIONERS appointed to report on the means of improving Railway Communication with the Northern Parts of the Island, and the probable cost of Railway Extension in that direction, and the Profit, if any, likely to result therefrom.

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
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1890.

RAILWAY EXTENSION NORTHWARDS.

WE, the Commissioners appointed to report on the means of improving railway communication with the northern parts of the Island, and the probable cost of railway extension in that direction, and the profit, if any, likely to result therefrom, have the honour to submit the following *interim* report for Your Excellency's consideration.

Under the Commission issued to us, the time allowed for inquiry and report is six months, and we regret that we are unable to furnish a full report on the several points submitted for our consideration before the expiration of that time; but Your Excellency having intimated to us your desire to receive an interim report, to be laid on the table of the Legislative Council at its sitting this day, we have the honour to report as follows.

Soon after the receipt of our instructions we proceeded to Jaffna, and, having held a series of meetings, we ascertained from a large representative Committee their views on the question of a railway to Jaffna, and took evidence as to the quantity and weights of goods exported from and imported into Jaffna by sea and land. We then proceeded down the North road and held inquiries at Anurádhapura, and subsequently at Mátalé and at Kandy. We have met several times in Colombo, and received and considered representations from the advocates of the several routes, including an exhaustive report prepared by the Kurunégala Railway Committee. Our inquiries have been mainly directed to the following questions :—

(1) What is the best route for a railway to take in order to connect Jaffna with Colombo and Kandy ?
(2) What amount of traffic would such a line of railway be likely to obtain ? and
(3) Would the traffic on the whole line or any section of it be sufficient to justify the expectation that a railway worked on approximately the same scale as our present system would pay ?

In this preliminary report we propose merely to state broadly the conclusions at which we have arrived regarding some of the points involved in the above questions. Our reasons for those conclusions, together with the record of the evidence, and a detailed statement of the manner in which we have dealt with and tested the information given to us, and so obtained the figures which we adopt, must stand over until our final report is made.

The conclusions at which we have arrived are as follows :—

1. That of the several routes proposed for a railway to Jaffna, the line *viâ* Polgahawela, Kurunégala, and Anurádhapura would best serve the general interests of the northern districts and secure the largest traffic.

2. That the returns of traffic on the section from Polgahawela to Kurunégala (which are the most reliable laid before the Committee) justify the opinion that a railway over this section will pay its working expenses, and would probably in a short time, if not immediately, by the development of traffic, pay a reasonable profit, including interest. We therefore recommend that the construction of a railway from Polgahawela to Kurunégala be undertaken without delay. Mr. Christie, though strongly concurring in this recommendation, does not think that the line would at first pay its full working expenses.

3. That the returns of traffic between Jaffna and Colombo and between Jaffna and Kandy do not justify the opinion that there is a sufficient tonnage to enable a railway to Jaffna to pay, if it were constructed and maintained on the present scale.

4. That in view of the immense benefits which would accrue to the Island generally, and to the northern parts of Ceylon especially, by the connection of Jaffna, Mannár, and Trincomalee with Colombo and Kandy by rail, the Government should lose no time in making the fullest inquiries from competent professional men, in order to ascertain whether it is not possible to construct a railway from Kurunégala to Jaffna (and eventually to Mannár and Trincomalee) which would carry the very light traffic which such a line will have to bear, at a cost of less than Rs 40,000 a mile, and with working expenses kept at such a figure as would enable the traffic to pay them.

We have been informed that in order to obtain any opinions or estimates of practical value, either as regards the class of railway to be adopted, the cost of construction, or the working expenses, it is absolutely necessary that a survey of the country should be made and working plans prepared by competent Railway Surveyors; and this being the case, we consider that the importance of obtaining the necessary information is so great as to justify a survey being undertaken without delay.

5. That in the meantime, and commencing from January 1, 1891, the most careful and accurate records should be kept, both at the Custom Houses of Jaffna and at three or four stations on the roads between Jaffna and Kurunégala, and Jaffna and Mátalé, so that the Government may have some trustworthy data as to quantity and weight of goods carried in and out of Jaffna, when next considering the question of traffic.

To illustrate the great difficulty we have experienced in ascertaining even approximately the quantity of any particular goods carried to and from Jaffna by land and sea, we would instance tobacco. The estimate furnished by the Jaffna Local Committee in September, 1886, and laid before the Select Committee which inquired into this question in 1887–89, stated that 240,000 cwt., equal to 12,000 tons, of tobacco would be carried by the railway if extended to Jaffna. The

calculations of income made by the General Manager of the Ceylon Government Railways were based on the assumption that one-third of this and other traffic, amounting in all to 26,000 tons, would be carried by a railway. The Colombo memorialists, in 1890, claimed that half of this tonnage should be credited to railway receipts; it was therefore mainly on "tobacco" that their estimate of 13,000 tons of goods traffic from Jaffna was based. The Jaffna Local Committee, in September, 1890, again declared that 240,000 cwt. of tobacco were sent annually by carts and ships to Mátalé, Colombo, and other towns and ports of the Island; that of this quantity 190,000 cwt. were sent by cart, and that the whole would undoubtedly go by railway. After careful inquiry, however, and on the evidence before us, we cannot find that more than 50,000 cwt., or 2,500 tons, of tobacco are annually sent from Jaffna by land and sea to all parts of the Island.

Had trustworthy returns been available, the fallacious character of the estimate on which both the Select Committee and the Colombo memorialists based their calculations would have been exposed long ago. We therefore strongly urge that our recommendations with regard to the obtaining of such returns be at once adopted.

The above conclusions give our views on the first point submitted to us. The question of probable cost cannot be properly considered until a survey has been made and professional opinions obtained; and the question of profit must of course depend to a great extent on the cost of construction and the class of railway adopted.

We shall however embody our views on these latter questions, so far as we able, in our further report. We have not annexed to this report our estimates of traffic for the whole line and for the Kurunégala section, for they differ so widely from those already submitted by others that we deem it advisable not to publish them without the evidence on which they are based.

We trust to forward our further report within the time allowed us in our Commission and Letter of Instructions.

Owing to the departure from the Island of Mr. Bois, his signature has not been appended to this report, but we are authorised by him to state that his views are in general accord with those above set out.

F. R. SAUNDERS.
G. S. WILLIAMS.
P. RÁMANÁTHAN.
T. N. CHRISTIE.
W. BOWDEN SMITH.

Colombo, December 17, 1890.

I would deem it more prudent to obtain the information desiderated in the 5th conclusion before deciding on the necessity of a survey.

I think, too, that professional opinion on the cheapest suitable style of railway should be obtained first, in order to determine the nature of the survey.

T. N. CHRISTIE.

Colombo, December 17, 1890.

LVIII.—1890.

REGISTRATION OF TITLES TO LAND.

REPORT of a SELECT COMMITTEE appointed to inquire into and report on the desirability of proceeding with the Registration of Titles to Land.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents

1890.

REGISTRATION OF TITLES TO LAND.

THE Select Committee appointed to inquire into the question whether it is desirable to proceed with the registration of titles to land have the honour to report as follows :—

2. By the Governor's Proclamation of November 11, 1887, the following divisions in the Western Province were brought within the operation of "The Land Registration Ordinance, 1877" :—

(1) Dehiwala
(2) Wellawatta
(3) Kirillapané
(4) Kalubówila
(5) Talangama

3. The Special Commissioner, who was appointed by the Governor on October 3, 1887, under section 4 of the Ordinance, having completed the registration of titles in the first two divisions, is now engaged in investigating claims in Kirillapané.

4. In Dehiwala, the total number of allotments of land set forth in the survey of the division was 451, comprising 229 acres 2 roods 24 perches. The titles to only 8 allotments were not registered, no claims being preferred to 5, and 3 being alleged to belong to the Crown. The total cost of registration was Rs. 22,218·47, being at the rate of Rs. 74·14 per acre. This heavy cost was mainly due to the Ordinance requiring a notice of three months to be given by the Commissioner before he could proceed actively with the duties of registration. The number of persons whose titles were registered was 1,601, of whom only 792 have up to the end of last month taken out certificates of title. 809 certificates have yet to be issued.

5. In Wellawatta, the survey showed 564 allotments, comprising 532 acres 3 roods 16 perches. The titles to 16 allotments were not registered, no claims being stated as regards 15, and a claim to 1 allotment having abated by reason of the default of the claimant. The total cost of registration was Rs. 25,690, being at the rate of Rs. 48·20 per acre. A considerable saving in expenditure was effected in this division by the non-publication, under legislative sanction, of the lists mentioned in section 23 of the Ordinance of 1877. The number of persons whose claims were upheld, and to whom certificates were available from and after August 26 last, was 1,557. Up to the end of last month only 31 certificates have been issued.

6. In Kirillapané, the survey showed 553 allotments, comprising 717 acres 1 rood 26 perches. The Commissioner's official report of his work in this division will not be ready until next year, but the Committee are informed that 1,877 persons have preferred claims, the number of unclaimed allotments being only 15.

7. It will thus be seen that after working for three years the Special Commissioner has only been able to register the titles in two divisions, containing a little over 832 acres, and to make some progress towards registering the titles in a third division.

8. As against the cost of registration, there should be set off the stamp duties which have been recovered on claims, applications, and certificates, amounting to Rs. 1,592·50 in Dehiwala and Wellawatta. The figures for Kirillapané cannot be given, as the work in that division has not as yet been completed.

9. The foregoing facts point to the conclusion that, at the present rate of cost and at the present rate of progress, it is undesirable to proceed with the registration of titles. Independently of the questions of cost and progress, it is disappointing to find that such a large number of proprietors whose titles have been duly registered have failed to take out the statutory certificates.

10. The Committee, however, are of opinion that the arrangements and conditions under which registration has heretofore been carried out may be so altered as not only to accelerate the work and diminish to some extent its cost, but also to secure more effectually the object which the Legislature had in view in passing the Land Registration Ordinances of 1877 and 1889.

11. In this view, the Committee desire to make the following suggestions :—

(*a*) That in place of the Special Commissioner now employed at an annual cost of Rs. 13,250, two Commissioners be appointed, whose salaries in the aggregate should not exceed Rs. 10,000 per annum, and that the two Commissioners be authorised to work together, if necessary, in one and the same division, investigating disputed and undisputed claims in the order most conducive to a speedy settlement ;

(*b*) That the number and cost of the staff of subordinate officers attached to each of the Commissioners be reduced to the lowest scale compatible with efficiency, and that when the Commissioners work together they be allowed the existing staff slightly augmented ;

(*c*) That, for the purpose of facilitating the work of registration, the Registrar-General of Lands be required to fill in the registers from the orders made by the Commissioners and prepare and sign the certificates ;

(*d*) That such steps be taken as may be necessary to compel the registered owners of lands to pay for and take out their certificates of title, and that the present scale of stamp duties be revised ;

(*e*) That the Commissioners be authorised to order the issue of a certificate free from stamp duty in respect of any allotment of land which in their opinion is of the value of less than Rs. 10.

12. Subject to the above suggestions, the Committee would recommend that the registration of titles in the remaining two divisions of Talangama and Kalubówila be proceeded with, and that the Commissioners be instructed to make a special report in time to enable the Government to decide, before the completion of their work in the above-named divisions, whether it is expedient or not to extend the operation of the Ordinance to other parts of the Island.

S. GRENIER.
F. R. SAUNDERS.
F. C. H. CLARKE.
P. RÁMANÁTHAN.
THOS. NORTH CHRISTIE.
J. H. DE SARAM.
F. C. LOOS.

The undersigned Members of the Committee, while suggesting the employment of less highly paid Commissioners, desire to record their satisfaction at the Government having selected an officer of such proved ability as the Special Commissioner to introduce and start the registration scheme, and at the character of the work hitherto done by him.

S. GRENIER.
F. R. SAUNDERS.
F. C. H. CLARKE.
P. RÁMANÁTHAN.
THOS. NORTH CHRISTIE.
F. C. LOOS.

Colombo, December 3, 1890.

I.—1891.

GRAIN TAX SETTLEMENT.

REPORT

ON

THE ADDITIONS MADE TO THE GRAIN TAX REGISTERS OF THE GALLE DISTRICT.

In continuation of Sessional Papers VII., XI., XII., XIII., and XXXVI. of 1890.

Ordered by His Excellency the Governor to be Printed.

Colombo:

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1891.

GRAIN TAX COMMUTATION.

REPORT ON THE ADDITIONS MADE BY THE GRAIN COMMISSIONER TO THE GRAIN TAX REGISTERS OF THE REVENUE DISTRICT OF GALLE.

THE following figures give the particulars of the entries added to the Grain Tax Registers of the Galle district in August and December, 1890. They are in addition to the entries made by Mr. King and by Mr. George Templer, reported in Sessional Papers Nos. VII., XI., XII., XIII., and XXXVI. of 1890.

2. To be added to the figures returned by Mr. King for the Bentota-Walalláwiti kóralé and Wellaboda pattu :—

	Bentota-Walalláwiti Kóralé. B. P. Q.	Wellaboda Pattu. B. P. Q.
Extent subject to $\frac{1}{4}$ duty	— ...	—
Do. $\frac{1}{5}$ duty	— ...	—
Do. $\frac{1}{10}$ duty	57 1 4 ...	354 2 7
Extent subject to annual commutation ...	33 2 0 ...	48 0 4
Do. to crop commutation ...	23 3 4 ...	306 2 3
	Rs. c.	Rs. c.
Amount payable as annual commutation ...	17 33 ...	31 99
Do. as crop commutation ...	8 63 ...	148 77

And to those returned by Mr. Templer for the Hinidum pattu, Gangaboda pattu, Talpe pattu, and for Akmimana and the Four Gravets of Galle :—

	Hinidum Pattu. B. P. Q.	Talpe Pattu. B. P. Q.	Gangaboda Pattu. B. P. Q.	Akmimana and Four Gravets. B. P. Q.
Extent subject to $\frac{1}{4}$ duty ...	— ...	2 0 0 ...	35 0 0 ...	—
Do. $\frac{1}{5}$ duty ...	— ...	8 2 0 ...	3 3 0 ...	—
Do. $\frac{1}{10}$ duty ...	34 1 0 ...	340 3 2 ...	473 0 1 ...	64 1 5
Do. $\frac{1}{14}$ duty ...	27 3 0 ...	— ...	— ...	—
Extent subject to annual commutation	36 2 0 ...	175 0 2 ...	90 0 7 ...	4 0 4
Do. crop commutation	25 2 0 ...	176 1 0 ...	421 2 2 ...	60 1 1
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Amount payable as annual commutation	8 6 ...	110 11 ...	44 51 ...	3 38
Do. crop commutation	4 13 ...	93 49 ...	190 10 ...	32 61

3. The number of lots for which crop commutation and annual commutation were respectively chosen were, for the several kóralés, as under :—

	Crop.	Annual.	Total.
Number of lots in the Bentota-Walalláwiti kóralé ...	17 ...	8 ...	25
Do. Wellaboda pattu ...	179 ...	25 ...	204
Do. Hinidum pattu ...	15 ...	11 ...	26
Do. Gangaboda pattu ...	140 ...	29 ...	169
Do. Talpe pattu ...	73 ...	90 ...	163
Do. Akmimana and Four Gravets ...	30 ...	5 ...	35
Total ...	454	168	622

4. Of the above lands, an extent of 294 bushels 3 pecks represents new cultivation. The rest consists of old paddy lands coming under the following three heads of description:—Lands, a very few only, accidentally omitted from the Register; lands which used to be leased by the Crown, but have since been sold ; and lands which had reverted to the Crown for non-payment of tax, subsequently redeemed or sold.

5. The frequency with which crop commutation has been chosen by owners in preference to annual commutation, and the low rates at which the land is taxed, are accounted for by the serious liability of the lands generally to grave damage by floods. On the greater part of the new lands added to the Register in the Gangaboda pattu, sugarcane is the usual crop, the lands being occasionally planted with paddy when the soil requires rest. Owners of such lands take crop commutation as a matter of course.

6. Three hundred and four owners of lands attended before the Commissioner, either in person or by representative, and all but twenty-two agreed to the tax as fixed.

A. M. ASHMORE,
Grain Commissioner.

Colombo, December 18, 1890.

II.—1891.

THE FORTIFICATION OF COLOMBO.

CORRESPONDENCE

RELATING TO

THE CONSTRUCTION OF A BATTERY AT THE ROOT OF THE BREAKWATER.

Ordered by His Excellency the Governor to be Printed.

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1891.

THE FORTIFICATION OF COLOMBO.

No. 1.

Governor Sir A. E. HAVELOCK, K.C.M.G., to the Right Hon. the SECRETARY OF STATE FOR THE COLONIES.

No. 248.—*Miscellaneous.*

Queen's House, Jaffna,
Ceylon, July 17, 1890.

MY LORD,—WITH reference to my telegram of the 7th instant, of which a copy is annexed, on the subject of the site for the construction of the battery at the root of the Breakwater, I have the honour to inform your Lordship that an examination of the tracing of the plans for this work shows that the work and its surroundings will cover nearly the whole of the space of ground forming the root of the Breakwater, and lying between the harbour and the sea. As stated in my telegram, this portion of ground is of very great value for public purposes, and, in view of the rapidly increasing commercial importance of Colombo, would probably become almost indispensable to the development of the prosperity of the port. Portions of it have, moreover, been already set apart for the use of various Colonial Departments.

2. The construction of the battery on the proposed site would not only close that site against all commercial and public purposes of utility, but also may not improbably cut off communication by land with the Breakwater. The Commanding Royal Engineer expresses a hope that there may be space for a line of rails at both sides and at the back of the battery, but can give no assurance of even this.

3. It is true that the Government of this Colony has indicated its assent to the construction of the battery in question by providing a sum of money to cover its estimated cost, but the correspondence that has passed on the subject clearly proves that the occupation of so large an area of valuable land was not contemplated by the Military authorities when the scheme of placing the battery at this point was originally considered. Moreover, my predecessor was not aware of the full effects of the scheme until the tracings were placed before him, and he then stated his opinion that the occupation of the land would be most inconvenient, as practically cutting off all approach to the Breakwater and taking up a space meant for other objects.

4. In view of the vital interests which I believe to be at stake, I have, as indicated in my telegram, asked the Major-General Commanding the Forces in the Colony to defer the commencement of the construction of the work, with the object of giving time for the reconsideration of the matter. I have also suggested an alternative scheme, by which a site might be found for a battery in another direction, somewhere in the vicinity of St. Thomas's Church, on the eastern side of the harbour, and by which the main purpose of the proposed battery at the root of the Breakwater—namely, the protection of the waters of the harbour itself—would be equally well, if not better, attained.

5. I submit copies of a letter which I have addressed to the Major-General on the subject, and of his reply, and I have reason to suppose that steps are being taken for perfecting and submitting the alternative scheme suggested by me.

6. Your Lordship will observe from Major-General Massy's letter that he recommends to the War Office the adoption of my proposal, on the understanding that the Colony will consent to pay any extra sum the expenditure of which may be necessitated by the change of plan. I beg to state that I have given no pledge to this effect. Your Lordship will also gather from paragraph 4 of my letter of the 5th July to General Massy, that I apprehend that the site at the root of the Breakwater is not suitable for a battery, the fire from which is intended to protect the inner waters of the harbour, for the reason that the populous quarters of Colombo which lie on the eastern side of the harbour would be liable to suffer damage from the fire of a battery so situated and directed on the harbour. General Massy, with whom I have conversed on this phase of the question, has not satisfied me that my apprehensions have not good ground. I enclose a plan of Colombo to illustrate what I have said above.*

7. It will be seen, therefore, that I deprecate the appropriation of the site at the root of the Breakwater for the purposes of a battery, on account of the present and future value of that site for other purposes; and that I hesitate to concur in the construction of the battery at that point, because I fear that the fire from it, if directed on the harbour, would be liable to inflict serious damage to life and property in those portions of Colombo which lie on the eastern side of the harbour.

8. Under these circumstances, I trust your Lordship will be able to make a representation to the War Office, with the object of receiving a reconsideration of the subject.

I have, &c.,
A. E. HAVELOCK.

* Copy of plan of Colombo showing site of proposed gun at root of Breakwater, and radii of fire over the harbour on to the eastern shore.

Enclosure No. 1 in No. 1.

Telegram from Governor Sir A. E. HAVELOCK, K.C.M.G., to the Right Hon. the SECRETARY OF STATE FOR THE COLONIES.

PLANS received from War Office for construction of new battery at root of Breakwater necessitate appropriation of far larger area than was contemplated by my predecessor or at first expected by the Major-General Commanding. Site very valuable for public and commercial purposes, and will probably increase in value. Am very averse to appropriation of this site to construction of battery. Major-General Commanding will agree to a suggested alternative site, and on my representations has consented to postpone commencement of construction of battery pending further consideration.

Enclosure No. 2 in No. 1.

Governor Sir A. E. HAVELOCK, K.C.M.G., to the MAJOR-GENERAL COMMANDING THE FORCES.

Kandy, July 5, 1890.

SIR,—THE Commanding Royal Engineer's letter to the Colonial Secretary dated the 11th June, stating that authority had been received from the War Office to commence work at the proposed new battery at the root of the Breakwater, and that the ground required for that battery would be, as shown in the tracing which accompanied the Commanding Royal Engineer's letter to the Colonial Secretary of the 17th April, 1890, No. m/4072, and also previous correspondence on the subject of the construction of the battery, have been brought under my consideration.

2. An examination of the tracing referred to by the Commanding Royal Engineer shows that the proposed site covers nearly the whole of the space of ground forming the root of the Breakwater, and lying between the harbour and the sea. It will be seen by a glance at a plan of Colombo that this portion of ground forms, with reference to the town and harbour, a site which, for commercial purposes, is unequalled by any other. This site is already of great value, and in the event of a continuance of the present rapidly increasing commercial importance of Colombo, would probably become almost indispensable to the development of the prosperity of the port. Portions of it have, moreover, been already set apart for the purposes of various Colonial Departments. It appears from the correspondence received from the Commanding Royal Engineer that the construction of the battery at this place will not only close the site against the purposes of commerce and against public purposes of utility, but may also not improbably cut off communication by land with the Breakwater. The Commanding Royal Engineer expresses a hope that there may be space for a line of rails at both sides and at the back of the battery, but he cannot give an assurance of even this.

3. It is true that the Colonial Government has indicated its assent to the construction of a battery at the root of the Breakwater by providing a sum of money sufficient to cover its estimated cost. But the correspondence that has passed on the subject clearly proves that the occupation of so considerable an area of valuable land was not contemplated by the Military authorities when the scheme of placing the battery at this point was considered. It is still more emphatically set forth that the Colonial Government was unprepared for the appropriation of such an extensive and valuable area to this purpose. The full effects of the scheme did not become known to Sir Arthur Gordon until the Commanding Royal Engineer's letter of the 17th April, 1890, and the tracing which accompanied it, were placed before him. You were then absent on leave, and Sir A. Gordon was therefore unable to make a representation to you on the subject. But that he would have done so had it been possible, is shown by his Minute dated the 28th April, 1890, in which he records his assurance that you had not intended that the whole of this site should in this way be appropriated, and in which he states his opinion that occupation of the land would be most inconvenient, as practically cutting off all approach to the Breakwater and taking up space meant for other objects. He concluded his remarks by advising that the question should be kept open, if possible, till your return. In the meanwhile a letter generally expressing these views was addressed on the 6th May to the Commanding Royal Engineer.

4. I venture to observe that in view of the circumstances I have mentioned, the position of the question of the expediency of constructing a battery at the foot of the Breakwater has undergone an important change since the time at which the local Government and Legislature gave an implied assent to the work. And in view of the vital interests which I believe to be at stake, I would earnestly beg you to defer the commencement of the work, with the object of giving time to reconsider the matter. I have less hesitation in asking this favour of you, because I have been led to understand in course of conversation with you that it is possible that under an alternative scheme, by which a site might be found for a battery in another direction, somewhere in the vicinity of St. Thomas's Church on the eastern side of the harbour, the main purpose of the proposed battery at the root of the Breakwater—namely, the protection of the waters of the harbour itself—would be equally well, if not better, attained. It would seem that the fire of a battery from the site at the root of the Breakwater over the harbour would be liable to inflict serious damage to life and property in those portions of Colombo which lie on the eastern side of the harbour, and which would be within easy range of the gun in that battery. A battery placed on the alternative site which I have mentioned would be free from this disadvantage.

5. In the event of your being able to accede to my request, I will communicate by telegraph to the Secretary of State for the Colonies my action in the matter and your decision upon it.

I have, &c.,
A. E. HAVELOCK.

Enclosure No. 3 in No. 1.

The MAJOR-GENERAL COMMANDING THE FORCES to Governor Sir A. E. HAVELOCK, K.C.M.G.

Royal Engineers' Offices,
Colombo, July 8, 1890.

SIR,—I HAVE the honour to acknowledge the receipt of your Excellency's letter dated Kandy, the 5th instant, and desire, with reference to the 4th paragraph, to make clear the fact, that in the conversation regarding the proposed battery at the root of the Breakwater which I had the honour of having with your Excellency at Kandy on the 4th instant, it was from your Excellency that the suggestion emanated of an alternative site at St. Thomas's Church, Kochchikade, and that my statement of my opinion that this latter site would, on the whole, be as suitable for defence purposes as that at the root of the Breakwater, was merely made in reply to an inquiry from your Excellency on the subject.

I pointed out to your Excellency that if the new scheme were adopted, the 9·2-in. gun would have to be placed in the Battenberg battery as originally proposed, an armament of quick-firing armour-piercing guns being required in addition for the battery at Kochchikade, and that the total cost of the scheme would no doubt be greater than that of the one already sanctioned and ready to be carried into execution.

I remarked to your Excellency that the War Office would probably expect the Colony, for whose convenience and commercial benefit the new arrangement was proposed in substitution of one with which the War Office were quite satisfied, and for which ample funds had been allotted, to pay any extra cost which might be entailed, and that this seemed to me to be only fair.

I very much regret the delay which must necessarily be occasioned by re-opening the question, and the additional length of time which must elapse, in consequence, in the completion of the defences of Colombo; but as your Excellency attaches such very great value in a commercial point of view to the Breakwater site, and bearing in mind the very liberal manner in which all representations on behalf of the War Office, or of the Troops, have been met by the Colony since I have held this command, I cannot refrain from acceding to your Excellency's request to defer for the present the commencement of the work, and I have given instructions to the Commanding Royal Engineer accordingly.

In transmitting a copy of this correspondence to the War Office, I shall express my opinion that the defence of the harbour will be adequately met by the erection of a battery armed with a couple of quick-firing armour-piercing guns at Kochchikade, the 9·2-in. gun being placed in Fort Battenberg, as originally contemplated, and shall recommend that your Excellency's proposals on the subject be adopted, on the understanding that the Colony, in consideration of the battery not being built on the valuable Breakwater site, shall consent to pay any extra sum which may be necessitated by the change of plan suggested by your Excellency in their interest, but that, failing compliance with this condition, the original scheme be insisted upon.

I shall do myself the honour of forwarding your Excellency a copy of my communication to the War Office in due course.

I have, &c.,
DUNHAM MASSY,
Major-General Commanding the Forces, Ceylon.

No. 2.

The Right Hon. the SECRETARY OF STATE FOR THE COLONIES to Governor Sir A. E. HAVELOCK, K.C.M.G.

No. 299.—*Ceylon.* Downing street, October 28, 1890.

SIR,—IN reply to your despatches No. 248 of 17th July last and No. 304 of 21st August, I have the honour to transmit to you copies of correspondence with the War Office as noted in the margin,* relative to the question of erecting a battery near St. Thomas's Church instead of at the root of the Breakwater.

I request you to bring the matter before the Legislative Council with a view to their deciding whether they will vote the additional sum required for the erection of this battery, or allow the proposal to be abandoned altogether.

I have, &c.,
KNUTSFORD.

Enclosure No. 1 in No. 2.

The UNDER SECRETARY OF STATE, Colonial Office, to the UNDER SECRETARY OF STATE, War Office.

Downing street, August 21, 1890.

SIR,—WITH reference to your letter No. Ceylon $\frac{5}{2 6 7 9}$ of the 23rd ultimo, I am directed by Lord Knutsford to transmit to you, to be laid before Mr. Secretary Stanhope, copy of a despatch from the Governor of Ceylon relative to the proposed battery at the foot of the Breakwater, Colombo.

Lord Knutsford concurs with Sir A. Havelock in thinking that it would be extremely inconvenient to allow nearly the whole area at the root of the Breakwater to be occupied by lefence works to the serious inconvenience of commercial and public interests, and his Lordship therefore trusts that another site can be chosen for the proposed battery, if it is to be erected. His Lordship however understands that the whole interior area of the harbour is already protected by the guns mounted at Mutwal point

The tracing referred to in the enclosed despatch has not yet arrived, but it will be forwarded as soon as it is received.

I am, &c.,
R. H. MEADE.

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* C. O. August 21; W. O. September 13; C. O. October 11; W. O. October 23.

Enclosure No. 2 in No. 2.

The UNDER SECRETARY OF STATE, War Office, to the UNDER SECRETARY OF STATE, Colonial Office.

Ceylon $\frac{5}{3010}$.

War Office,
September 13, 1890.

SIR,—WITH reference to your letter of the 21st August respecting the site for the proposed new battery at Colombo, Ceylon, I am directed by the Secretary of State for War to acquaint you, for the information of the Secretary of State for the Colonies, that the site at the root of the Breakwater, on which it was intended to place the 9·2-in. B. L. gun, is a part of the military reserve, and on military grounds it is essential that it should not be occupied by civil buildings.

2. If, however, no building is contemplated, but the wishes of the Colonial Government will be met by leaving this space clear and open, the Secretary of State for War is prepared to agree to their proposal, viz., that the 9·2-in. gun should be mounted on Battenburg Battery as at first proposed, and that for the defence of the harbour a new battery should be made for two 6-in. B. L. guns in the vicinity of St. Thomas's Church. These should not be Q. F. guns, but should be on H. P. mountings.

3. The assent of the Secretary of State is given on the distinct understanding that no part whatever of the additional expenditure which the proposal involves shall fall on the War Department. This expense is approximately estimated at £7,500, plus the cost of the site near St. Thomas's.

4. The plan of Colombo is herewith returned.

I have, &c.,
RALPH THOMSON.

Enclosure No. 3 in No. 2.

The UNDER SECRETARY OF STATE, Colonial Office, to the UNDER SECRETARY OF STATE, War Office.

Downing street, October 11, 1890.

SIR,—WITH reference to your letter No. Ceylon $\frac{5}{3010}$ of the 13th ultimo, I am directed by Lord Knutsford to request you to inform Mr. Secretary Stanhope that before communicating further with the Governor of Ceylon in regard to the site for the proposed new battery at Colombo, his Lordship would be glad to know whether Mr. Stanhope is of opinion that this additional battery is, in fact, required.

In connection with this question, I am to refer to the letter from this Department of 21st August last, in which it was stated that his Lordship understood that the whole interior area of the harbour is already protected by the guns mounted at Mutwal point.

I am, &c.,
R. H. MEADE.

Enclosure No. 4 in No. 2.

The UNDER SECRETARY OF STATE, War Office, to the UNDER SECRETARY OF STATE, Colonial Office.

War Office, Pall Mall, S.W.
October 23, 1890.

Ceylon $\frac{5}{3034}$.

SIR,—WITH reference to your letter of the 11th instant respecting the site for the proposed new battery at Colombo, I am directed by the Secretary of State for War to acquaint you, for the information of Lord Knutsford, that the whole area of Colombo Harbour is commanded by one of the 9·2-in. B. L. guns at Mutwal point; but the objection urged by the Governor against placing a gun at the root of the Breakwater, viz., that in firing upon the harbour it would fire upon the town, would apply to Mutwal point also.

2. The proposed new battery with two additional 6-in. guns near St. Thomas's Church is free from this objection. It commands the harbour more effectively, and would also be useful in engaging ships outside the harbour.

3. Mr. Secretary Stanhope does not regard this additional battery as essential for the defence of Colombo, but it would add considerably to its strength.

I am, &c.,
H. G. DEEDES.

III.—1891.

DESPATCH

FROM THE

RIGHT HON THE SECRETARY OF STATE

ON THE SUBJECT OF

THE MILITARY CONTRIBUTION TO BE PAID BY CEYLON FOR 1890.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1891.

MILITARY CONTRIBUTION.

The Right Hon. the SECRETARY OF STATE for the Colonies to Governor Sir A. E. HAVELOCK, K.C.M.G.

Ceylon—No. 327. Downing street, November 20, 1890.

SIR,—WITH reference to your despatch No. 272 of the 1st August and to other correspondence on the subject of the military contribution to be paid by Ceylon for the current year, I have the honour to enclose copy of a letter which has been addressed to the Treasury from this Department in conclusion of a series of inter-departmental letters on the subject, and I request that you will take steps to carry out the arrangement which has been finally agreed upon as stated in this letter.

2. I regret that the Lords Commissioners of the Treasury have been unable to accept the suggestion that Rs. 600,000 should be the amount of contribution for 1890, but I must point out on behalf of the Imperial Government that £50,000 was the sterling sum which formed the basis of the agreement for the annual military contribution during the years 1885-89, and that Rs. 600,000 were accepted as being equivalent to £50,000 at the time when that agreement was made. This latter sum, paid at the rates ruling when each instalment was due, will not, I hope, much exceed Rs. 600,000, and the matter must now be regarded as closed, and a supplementary vote be taken to make up any deficiency.

3. You will be apprised as soon as a decision has been taken on the question of the amount of the future contribution.

I have, &c.,
KNUTSFORD.

Enclosure.

The UNDER SECRETARY OF STATE, Colonial Office, to the UNDER SECRETARY OF STATE, Treasury.

Downing street, November 15, 1890.

SIR,—I AM directed by Lord Knutsford to acknowledge the receipt of your letter of the 6th instant, 15227.90, on the subject of the amount of military contribution to be paid by the Colony of Ceylon during the current year.

2. His Lordship regrets that the Lords Commissioners of the Treasury will not consent to allow the Colony to pay for 1890 the same number of rupees as was paid in the five previous years, but it seems useless to prolong the correspondence on the subject, and he therefore agrees to a military contribution for 1890 of £50,000, paid in this country at the rate of exchange ruling at the time that each instalment fell due,—any payments already made to be adjusted on that basis.

3. As regards the contribution in future years, Lord Knutsford has been awaiting a communication from their Lordships. It is now understood that the matter will shortly be finally considered by Her Majesty's Government, and pending such consideration any interchange of views will presumably be premature.

4. In the meantime I am to enclose, with reference to the letter from this Department of the 6th ultimo, extracts from two speeches by the Governor to the Legislative Council at the opening of the new Session, which refer to the increased vote for military contribution which has been entered on the 1891 Estimates.

I am, &c.,
JOHN BRAMSTON.

IV.—1891.

DESPATCHES

RELATING TO THE

GRAIN TAX COMMUTATION OF UDUKINDA, PROVINCE OF UVA.

Ordered by His Excellency the Governor to be Printed.

Colombo:
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1891.

GRAIN TAX COMMUTATION OF ÚVA.

No. 1.

Governor Sir A. E. HAVELOCK, K.C.M.G., to the Right Hon. the SECRETARY OF STATE.

No. 465.

Queen's House,
Colombo, November 25, 1890.

MY LORD,—IN paragraph 14 of your Lordship's despatch No. 49 of the 28th February last, relative to the alleged deaths from starvation in the Nuwara Eliya District, you expressed a wish to know what truth there is in the suggestion that "results little, if at all, less startling than those "revealed by the evidence in the case under review, have, even more recently, been produced by "the Government policy in the Province of Uva." This suggestion was, I think, made in a pamphlet published by Mr. George Wall, and sent by him to the Members of the House of Commons. Copies of this pamphlet were transmitted to your Lordship by Sir Arthur Gordon in his despatch No. 30 of the 25th January last, and the passage quoted by your Lordship is to be found printed at page 66 of paper, Eastern No. 52.

2. With the object of elucidating the facts, if facts there were, upon which Mr. Wall's suggestion was made, my predecessor, in October, 1889, directed Mr. Fisher, the Government Agent of the Province of Uva, to prepare a report on lands in that Province which had been sold for default of payment of paddy tax between the years 1882 and 1885. The preparation of this report has entailed much labour and research. The report has now reached me, and I beg to submit copies of it. Mr. Fisher contrasts the condition of the Province as seen by him in 1870 with its present condition. It has been observed that Mr. Fisher held no official position in the Province of Uva in the year 1870, or indeed until the year 1888. I asked him, therefore, to tell me what opportunity he had in 1870 of observing the condition of the Province. In reply, he informs me that although it is true he was not serving in Uva in 1870, he held the appointment of Assistant Government Agent of the adjoining District of Nuwara Eliya from January, 1870, until May, 1872, and that during that time he was brought a great deal in contact with the chiefs and villagers of the Udukinda Division of Uva, and was for some months associated with Mr. Sharpe (then Assistant Government Agent of Uva) in opening roads and in putting up camps in anticipation of the visit of the Duke of Edinburgh. He adds that during this time, and at other seasons, he frequently traversed the Udukinda Division, and that he knew it and its chiefs and people as well as he knew his own district and its people. Should your Lordship desire a further opinion as to the condition of the people of Uva in 1870 and subsequent years, Mr. Sharpe, who is now in England, would be able to give one.

3. The facts and figures given by Mr. Fisher are remarkable. In the Udukinda Division of Uva, to which his report relates, during the four years from 1882 to 1885, 22½ per cent. of the total area of paddy lands was sold in default of payment of the tax. Those lands realised, when thus sold, an amount only 22 per cent. in advance of the amount of tax due upon them. The sales deprived of their landed possessions 2,930 heads of families, representing about 14,650 persons, or 49 per cent. of the total population of the division. Of the heads of families thus dispossessed, 599, or 20 per cent., have been compelled to leave their homes and seek a living elsewhere; 450 have died since the sales; about 2,000 now cultivate the fields of others, or gain a living by working as coolies; and 127 are absolutely destitute.

4. Mr. Fisher describes the effects of these sales in the social condition of the Udukinda Division as having been disastrous, and he states that what has occurred in that division would on inquiry be found to have been repeated during the last ten years in all the upper divisions of the Province. He predicts that the maintenance of the tax at its present high rate will in the course of a few years complete the ruin of the smaller landowners, and he urges that unless the tax is to be altogether abolished, its incidence should be at once revised and largely reduced.

5. I greatly regret the delay that has taken place in submitting to your Lordship my views and those of my advisers on the recommendations made by the Select Committee on the Grain Tax Ordinance. I thought it desirable to obtain the opinions of the Government Agents on those recommendations. Some time has been taken up in doing this, and the report and those opinions are now under the consideration of the Executive Council. I hope to be able shortly to place before you the conclusions that may be formed. In the meanwhile, I propose to take measures to revise the assessment of the grain tax in the Province of Uva.

I have, &c.,
A. E. HAVELOCK.

Enclosure in No. 1.

REPORT OF MR. F. C. FISHER.

I.—COMPARATIVE REVIEW OF THE PAST AND PRESENT CONDITION OF THE PEOPLE.

I HAVE the honour to submit, for the information of Government, certain statistics in connection with the forced sale of paddy lands in the Udukinda division between the years 1882 and 1887

These sales and their disastrous effects upon the villagers are typical of what has occurred in all the upper divisions of the Province during the last ten years, and further inquiry would only result in a repetition of the facts already ascertained.

For this reason I have not extended my inquiry beyond the one division, as a similar report for the whole Province could not be furnished without a delay of several months.

It is perhaps a fortunate circumstance that in dealing with the Udukinda division alone I am in a position to contrast the present state of the district with what it was twenty years ago.

The coffee enterprise was then at its zenith; the people of the division were amongst the prosperous peasantry in the Island; the pasture lands were as yet unrestricted, and maintained large herds of cattle for agricultural and other purposes; vast tracts of forests remained, from which game in abundance and great stores of honey, beeswax, and other forest produce were procured; flourishing coffee gardens were scattered throughout the villages, and the income derived from them was sufficient to supply the villagers with every necessary of life. It is estimated that Rs. 300,000 worth of native coffee was annually produced in this district alone, and I have authority for stating that one European firm disbursed as much as Rs. 170,000 in a single year in the purchase of native coffee.

At this period the Moorman and the low-countryman had gained very little footing as landlords or usurers, and were merely the medium of trade between the hill-country and the maritime provinces.

The villagers, as a rule, were well clothed, well fed, and well housed, and able to meet their obligations to the Government without difficulty.

Amidst such prosperity it is not surprising that little or nothing was heard of the paddy tax, although the rate of taxation had been recently enormously increased, and out of all proportion to the fertility of the lands.

This satisfactory state of affairs continued apparently until 1878, when, with the gradual decline of the coffee industry, the peoples' troubles commenced, until in 1880 they may be said to have culminated; the coffee gardens were then practically extinct, and the paddy tax, through lax administration and the increasing poverty of the people, had fallen deeply into arrears.

At this juncture there was a change in the administration of the Province, and vigorous measures were adopted for the collection of the outstanding taxes. Crops, houses, and lands, both high and low, were sold throughout the district, and, within the brief space of three years, collections equal to five and a half years' revenue were recovered from the people. This exaction, coming upon the villagers at a time of great commercial depression generally, and when they were in the greatest distress from the failure of their coffee gardens, at once drove them into the hands of the money-lenders, and ultimately led to the loss of the bulk of their lands.

With a full knowledge of what has occurred, it is difficult to conceive that measures of such severity could have been so generally enforced without its becoming apparent to the officers of Government that their inevitable consequence could only be the ruin of the peasantry and the breaking up of their homes; that this result has followed is abundantly proved from the statistics submitted with this report, and it is to be deeply deplored that measures of such stringency were persevered in so long, and that more lenient treatment was not extended to the people in the time of their distress.

Returning to Uva in 1887, after an absence of seventeen years, I was quite shocked to see the change in the condition of the people of the Udukinda division, with which I had been well acquainted. The signs of general poverty were unmistakable, and some of the chiefs even with difficulty kept up appearances, while the poorer classes were ill clothed, and in many instances apparently underfed. I found the villages invaded by low-countrymen and Moors, into whose hands the lands of the people had to a great extent passed, while the original proprietors had either become serfs under alien owners, or had left their houses in search of a living elsewhere.

The feudal relations between the chiefs and the villagers were seriously strained. On the one hand, the old feeling of loyalty to the chiefs had almost entirely disappeared—and that this change of sentiment had been brought about by the fact that the chiefs had been largely concerned in the purchase of confiscated lands, is beyond question; while, on the other hand, the opportunities thus afforded to the chiefs of acquiring lands at merely nominal prices has had a most demoralising effect upon them, besides embittering their relations with the people.

Rájakáriya for village purposes, which was formerly performed cheerfully upon the orders of the local chief, can now only be enforced with difficulty by means of stringent regulations

It is also apparent that the social relations of the people have sadly deteriorated: desertion of wife and children, formerly almost unknown, is now common; concubinage and prostitution have largely increased; while the women, thrown on their own resources by reason of the men leaving the villages to seek a livelihood, have fallen to a great extent under the demoralising influence of low-country, Moor, and Tamil settlers. In brief, the old Kandyan feudal system and village life have broken up, and are rapidly disappearing.

II.—TABLES OF STATISTICS WITH EXPLANATIONS AND REMARKS.

Turning to a consideration of the statistics, which will be found embodied in the following tables, I must first point out that the tables embrace a period of six years only, namely, from 1882 to 1887; that they deal only with persons actually in possession of forfeited lands at the time of sale—or in cases of death since sale, the heirs of such persons—and that they do not include the wives and families of evicted land-owners still living. Had the inquiry embraced whole families, the statistical results would have been even more pronounced, but the time required for so extended an investigation precluded my undertaking it. I have not included in the tables any villagers who have not lost all their lands, but in the course of my investigation it was abundantly proved that

a very large proportion of those still nominally holding lands had practically lost all their possessions, the lands being mortgaged beyond redemption, and in fact cultivated by the owners on account of the money-lenders.

These statistics, therefore, far from overstating facts, do not fully disclose the changed condition of the people. Annexed to this report will be found a statement showing the effect of the sales in each village of the division, but for easier reference I have abstracted from it the tables embodied in the report :—

Abstract of Fields sold, with Result to Original Owners.

Kóralé.	No. of Fields sold.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Lands or as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.	Tax Due.	Amount realised by Sale.	Rate per Amunam.
	1	2	3	4	5	6	7	8	9	10	11
								A. R. P.	Rs. c.	Rs. c.	
1 Mahapaláta ...	411	279	51	53	224	39	14	340 3 7	2,646 21	3,228 81	9·47
2 Dehiwinipaláta ...	534	549	132	71	422	26	3	278 0 1	1,857 59	2,062 36	7·42
3 Dambawinipaláta ...	424	457	56	63	327	13	89	305 2 8	2,301 19	2,432 49	7·96
4 Gampaha ...	461	314	80	67	221	17	22	305 3 6	2,013 95	2,326 35	7·60
5 Yatipaláta ...	511	597	163	66	527	8	16	213 1 3	1,936 70	2,374 10	11·13
6 Medapaláta ...	452	386	89	49	305	9	—	200 1 2	1,518 87	1,864 92	9·31
7 Udapaláta ...	451	348	28	81	267	15	1	173 0 9	1,190 21	2,201 9	12·72
Total ...	3,244	2,930	599	450*	2,293*	127	145	1817 1 6	13464 72	16490 12	—

The above statement discloses the following facts.

The total number of fields sold during the five years in question was 3,244, representing an area of 1,817 amunams, or 22½ per cent. of the total paddy lands of the district. The average size of the holdings sold was a little more than two pelas, thus showing that it was the smallest proprietors who suffered most by the sales. The price realised at the sales averaged Rs. 9·37 per amunam, an extent which but a few years before would certainly have fetched from Rs. 50 to Rs. 100; indeed Dangamuwa, late Ratémahatmeyá, quotes Rs. 200 to Rs. 400 as the price paid during the period of prosperity, but I prefer adopting the lower estimate of value, as some of the lands sold were of inferior quality. It is further noticeable as an evidence of the extreme poverty prevailing at the time of the sales, that the 3,244 fields sold realised but Rs. 3,036 in excess of the tax, or an advance of only 22 per cent. on the tithe due. The effect of these sales was to deprive 2,930 heads of families of all their possessions, and, taking five as the average number per family, this would represent the impoverishment of 14,650 villagers, or 49 per cent. of the total population of the division. Of the original owners so dispossessed, 599, or 20 per cent. of them, were compelled to leave their homes and seek a living elsewhere, 450 have died since the sales, and some 2,000, formerly proprietors, cultivate the lands of others or gain a living by working as coolies; while 127 are abolutely destitute.

Abstract of Fields sold (showing Changes of Ownership).

Kóralé.	Purchased by Low-country-men.	Purchased by Tamils and Moors.	Purchased by Kandyan Headmen.	Purchased by Kandyans.	Returned at the Jubilee Proclamation.
Mahapaláta ...	145	54	70	101	14
Dehiwinipaláta ...	135	25	30	203	3
Dambawinipaláta	66	50	72	120	89
Gampaha ...	29	76	119	141	22
Yatipaláta ...	99	45	181	158	16
Medapaláta ...	112	63	159	126	—
Udapaláta ...	108	133	39	136	1
Total ...	694	446	670	985	145

NOTE.—The remaining 304 fields have either been abandoned or have not been formally returned to the people.

The above table shows that of the total 3,244 fields sold, 985 were bought by villagers, while no less than 2,259 passed out of their hands, 694 being purchased by low-countrymen, 446 by Moors and Tamils, and 670 by the headmen; while 145 fields which, by reason of their poorness, were bought in by the Crown, were subsequently returned to the original owners in the Jubilee year.

Amount of Paddy Tax (Commuted and Uncommuted) collected in Udukinda from 1882 to 1887.

Year.	Amount of Current Paddy Tax recovered during the year. Rs. c.	Amount of Arrears of Paddy Tax recovered during the year. Rs. c.	Total Paddy Tax recovered during the year. Rs. c.
1882 ...	492 13	42,093 17	42,585 30
1883 ...	13,981 61	33,692 88	47,674 49
1884 ...	26,903 58	22,134 23	49,037 81
1885 ...	26,270 4	—	26,270 4
1886 ...	25,503 64	—	25,503 64
1887 ...	26,564 98	—	26,564 98

* In these columns are included heirs of deceased owners, who are working as coolies or are destitute; hence the total of columns 3, 4, 5, and 6 exceeds that of column 2.

I have already commented on the fact that in 1882 and the two following years the people paid up an amount equal to five and a half years' revenue: I need therefore make no further observations on the figures of this table, which speak for themselves.

Although, as before explained, I have been unable to prepare a detailed report with regard to the sales throughout the whole Province, I may state that from 1882 to 1887 the total number of fields sold in the Province amounted to 8,140, representing an area of 4,692 amunams, which sold at an average rate of Rs. 7·63 per amunam; and the following return shows the amount of tax recovered and credited during the same period. Despite, however, of the special means adopted to close all arrears of revenue, it was in the end found that Rs. 31,682 were absolutely irrecoverable, and they were accordingly struck off the accounts with the sanction of Government. Of that sum an amount of nearly Rs. 14,000 was tax still due upon lands which had been sold for sums less than the tax due.

Return of Current and Arrears of Grain Revenue for the whole Province collected between 1882 and 1887.

Year.	Amount of Paddy Tax due for the year. Rs. c.	Amount of Paddy Tax collected as Current Revenue for the year. Rs. c.	Amount of Paddy Tax collected as Arrears of former years. Rs. c.	Total Amount of Paddy Tax collected during the year. Rs. c.
1882	78,038 0	2,214 44	87,681 78	89,896 22
1883	79,985 55	43,786 54	81,626 33	125,412 87
1884	79,049 43	68,984 60	50,239 38	119,223 98
1885	68,842 87	68,798 62	—	68,798 62
1886	67,499 2	67,483 35	—	67,483 35
1887	68,231 69	68,266 90	—	68,266 90

In concluding this report, I have a few general observations to record in reference to the working of the commutation tax in Uva. I have frequently represented to Government that the lands generally are too highly taxed, and it was mainly, I think, on my representation that a reduction of 10 per cent. on the rates imposed by the Grain Commissioner was made. This reduction, however, does not, in my opinion, sufficiently meet the requirements of the case. The lands, for instance, in Walapané are assessed at 62½ cents the péla, while similar lands throughout Udukinda are taxed at 91 cents the péla. The tax was originally raised to its present rate at a time of exceptional prosperity, and I have no hesitation in saying that the profits from the cultivation of the fields alone could never have met the tax and at the same time afforded the owner a living. The ruin which has ensued upon the decline of coffee fully bears out this assertion. Nor were the people blind to their own interests when in 1864 the tax was quadrupled, for they protested against the increase, and for a time refused to sign the register, but they were eventually coerced into so doing by a threat of putting up the tax to auction. The later commutation assessments have been more or less based upon the registers of 1864. It was under this system of so-called "voluntary" commutation that over 8,000 lands were sold between 1882 and 1887, and yet we are assured that a commutation of the tax—which has transferred the tax from the crop to the land—is a far greater advantage to the people than the old renting system, under which the land was never sold and every owner was safe in the possession of his field. Stress has been often laid upon the fact that the commutations in the Kandyan country were voluntary, and that the people signed them willingly; but it must be borne in mind that since 1831 the commutation registers have been regarded by the Kandyan people as the strongest evidence of title, and they would therefore prefer to sign any agreement, even if excessive, rather than run the risk of disturbance to their titles. Practically the people have had no voice in determining the rates of assessment, but have accepted, almost without question, the decisions of the officers of the Government. The wholesale felling of the forests and the restriction of village pasture lands consequent upon the opening of the estates have rendered paddy cultivation more uncertain and less productive than it was thirty years ago, and yet the tax has been increased three-fold.

The maintenance of the tax at its present high rate will, I feel confident, complete the ruin of the smaller land-owners in the course of a few years; and unless the tax is altogether abolished it is a matter of urgency that taxation in Uva should be at once revised and largely reduced.

F. C. FISHER,
Government Agent.

October 31, 1890.

Abstract of Inquiries held on Lands sold for Arrears of Tax in the Udukinda Division of the Province of Uva.

Kóralé and Village.	No. of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land and as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.			Tax.		Amount realised.	
Mahapalata.									A.	R.	P.	Rs.	c.	Rs.	c.
1 Kurukudegama ...	13	1882	10	4	2	4	1	—	10	0	0	124	45	147	50
Do. ...	7	1883	3	—	—	2	—	—	4	2	0	18	50	24	70
Do. ...	6	1884	2	1	—	—	—	—	1	2	5	11	90	19	25
2 Perahettiyagama ...	33	1882	35	8	2	25	2	—	27	2	6½	228	74	234	24
Do. ...	1	1883	1	1	—	—	—	—	1	0	0	1	0	1	75
Do. ...	16	1884	5	1	2	1	1	—	16	1	8	144	70	146	25
3 Pattigedaragama ...	12	1882	7	2	—	16	1	—	8	1	5	77	70	83	55
Do. ...	6	1884	1	—	—	—	—	—	7	3	0	57	60	59	35
4 Katugahagama ...	5	1882	4	1	2	1	—	—	3	1	6	35	50	36	50
Do. ...	2	1884	—	—	—	—	—	—	2	2	0	10	0	12	0
5 Egodagama ...	3	1882	1	—	1	1	1	—	2	2	5	15	25	20	50
Do. ...	1	1883	—	—	1	—	—	—	1	0	0	4	0	5	0
Do. ...	5	1884	2	—	3	4	—	—	1	1	5	8	75	22	75
Do. ...	3	1885	1	1	1	—	1	—	1	0	0	4	5	7	30
6 Ettalapitiyagama ...	18	1882	13	1	1	5	3	—	14	2	5	106	15	109	45
Do. ...	4	1883	3	—	1	—	1	—	2	3	2	12	30	14	25
Do. ...	6	1884	2	—	—	—	—	—	3	0	5	36	25	44	0
7 Kahattewelagama ...	17	1882	9	1	2	10	7	—	12	2	8	111	0	119	65
Do. ...	5	1884	3	—	—	6	—	—	3	2	7½	28	85	67	25
8 Diganetennagama ...	39	1882	11	5	1	21	—	14	33	1	7	215	20	220	90
Do. ...	2	1883	—	—	—	—	—	—	3	0	5	7	50	9	0
Do. ...	9	1884	4	—	—	4	—	—	6	2	4	61	75	73	25
9 Kabillawelagama ...	9	1882	7	—	1	7	—	—	8	3	5	84	5	87	75
Do. ...	5	1883	6	—	2	6	—	—	4	3	5	21	40	25	10
Do. ...	3	1884	—	—	—	—	—	—	2	1	5	16	0	53	50
Do. ...	1	1885	—	—	—	—	—	—	0	1	5	1	50	1	50
10 Medaperuwegama ...	9	1882	10	—	3	13	1	—	5	0	2½	70	50	71	75
Do. ...	2	1883	5	5	—	—	—	—	1	1	7½	6	50	10	0
Do. ...	4	1884	1	—	2	2	—	—	2	3	0	19	40	26	50
11 Udaperuwegama ...	12	1882	15	3	1	6	5	—	7	1	2½	57	30	71	55
Do. ...	1	1883	2	2	—	2	—	—	0	3	0	4	0	5	0
Do. ...	3	1884	2	—	—	2	—	—	1	2	5	21	60	29	50
12 Kontahelagama ...	29	1882	30	6	1	21	3	—	26	2	2	192	25	202	0
Do. ...	2	1883	1	—	—	—	—	—	3	1	0	14	0	16	25
Do. ...	23	1884	16	1	2	15	2	—	21	0	9	162	14	185	40
Do. ...	1	1885	—	—	—	—	—	—	1	1	5	5	50	5	50
13 Metipimbiyagama ...	11	1882	2	—	—	—	2	—	12	1	3	104	42	124	67
Do. ...	1	1883	—	—	—	—	—	—	1	1	0	5	0	5	50
Do. ...	5	1884	6	1	1	3	2	—	2	0	0	10	60	50	50
Do. ...	1	1885	1	—	1	—	2	—	0	2	5	2	50	5	50
14 Kahagollagama ...	16	1882	19	2	3	16	2	—	16	2	8	132	0	134	10
Do. ...	4	1883	3	—	1	3	—	—	1	2	3	7	5	11	5
Do. ...	7	1884	4	—	2	4	—	—	6	0	8	44	90	121	50
Do. ...	2	1885	3	1	1	2	—	—	0	2	0	2	25	4	75
15 Kadurugamuwegama ...	9	1882	9	—	2	8	—	—	9	3	5	66	50	76	75
Do. ...	5	1884	3	—	1	3	—	—	3	3	0	29	40	47	90
Do. ...	3	1885	—	—	—	—	—	—	3	0	5	12	50	18	65
16 Obodaellagama ...	4	1882	3	—	1	3	—	—	3	0	5	48	60	57	30
Do. ...	2	1883	—	—	1	—	—	—	1	2	5	6	90	9	0
Do. ...	5	1884	1	—	1	1	—	—	3	3	0	27	16	63	40
Do. ...	1	1885	1	—	—	1	—	—	0	2	0	2	40	5	0
17 Haputalegama ...	6	1882	1	1	2	—	—		6	1	3	47	80	52	80
Do. ...	1	1883	1	1	—	—	—	—	0	0	8	1	0	2	25
Do. ...	5	1884	—	—	3	—	—	—	7	1	5	73	20	142	0
Do. ...	1	1885	—	—	—	—	—	—	1	0	0	1	25	3	0
18 Kodambegama ...	4	1882	9	1	2	6	2	—	2	0	0	16	0	16	0
Do. ...	1	1884	1	1	—	—	—	—	0	2	5	7	50	7	50
	411		279	51	53	224	39	14	340	3	8	2,646	21	3,228	81
Dehiwinipalata.															
1 Mahawelagama ...	54	1882	70	3	6	59	3	10	31	3	5	216	60	226	5
Do. ...	29	1884	28	2	1	11	6	—	14	3	3	102	45	105	70
Do. ...	8	1885	1	1	1	1	—	—	4	2	0	18	0	18	0
2 Ettanpitiya Medagama...	16	1882	17	1	1	11	—	—	6	0	5	36	52	36	52
Do. ...	7	1884	4	—	—	2	—	—	1	3	3	14	70	17	20
Do. ...	2	1885	1	—	—	1	—	—	0	2	3	1	40	1	40
3 Dawategama ...	11	1882	7	1	1	4	1	—	3	3	5	19	73	23	73
Do. ...	2	1884	7	—	—	6	—	—	0	3	9	4	33	7	0
Do. ...	1	1885	—	—	—	—	—	—	0	1	5	1	75	2	25
4 Moratotagama ...	40	1882	24	—	2	15	3	2	33	3	5	231	75	235	75
Do. ...	9	1884	1	—	1	1	—	—	6	0	0	25	70	28	50
Do. ...	5	1885	3	—	—	3	—	—	3	0	0	11	50	11	50

Rate per amunam Rs. 9·47.

Kóralé and Village.	No of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.			Tax.		Amount realised.	
Dehiwinipalata—contd.									A.	R.	P.	Rs.	c.	Rs.	c.
5 Hinnarangollegama ...	16	1882	19	6	—	14	—	—	7	0	6	60	40	68	60
Do. ...	1	1884	1	—	—	1	—	—	1	0	5	4	0	16	0
6 Weliulegama ...	15	1882	17	5	2	10	—	—	7	3	4	64	90	80	95
Do. ...	8	1884	6	—	1	4	—	—	3	0	8	25	25	54	15
Do. ...	4	1885	2	—	—	—	—	—	1	1	7	6	80	11	80
7 Ettalagodaragama ...	8	1882	11	4	1	8	—	—	3	0	5	23	70	24	25
Do. ...	7	1884	10	2	—	6	—	—	2	2	0	23	80	25	45
Do. ...	1	1885	1	—	—	—	—	—	0	2	0	2	0	3	0
8 Kabilladowegama ...	2	1882	1	—	—	1	—	—	0	3	0	10	0	14	25
9 Yahalearawegama ...	10	1882	25	11	—	23	2	—	3	2	5	24	15	25	15
Do. ...	8	1884	5	1	—	4	—	—	2	3	0	15	50	24	75
Do. ...	2	1885	1	—	—	1	—	—	0	3	0	3	0	13	75
10 Kotaweraudagama ...	2	1882	1	1	—	—	—	—	0	2	2	2	95	5	0
Do. ...	3	1884	4	1	1	2	—	—	1	0	2	4	50	8	50
Do. ...	2	1885	—	—	2	—	—	—	0	2	0	2	0	8	50
11 Pillakumburagama ...	7	1882	3	3	1	3	—	—	2	3	0	19	10	20	30
Do. ...	2	1884	—	—	—	—	—	—	0	2	0	5	60	6	50
Do. ...	4	1885	—	—	—	—	—	—	0	1	0	1	40	1	45
12 Rahupolagama ...	1	1882	—	—	—	—	—	—	0	2	0	4	80	5	75
13 Dambewelagama ...	6	1882	10	3	—	10	—	—	3	3	5	53	60	54	75
14 Weragama ...	14	1882	16	3	7	8	—	—	8	1	7	51	76	54	1
Do. ...	1	1884	3	—	1	3	—	—	0	2	0	8	85	8	85
Do. ...	1	1885	—		—	—	—	—	1	0	0	4	50	10	0
15 Gawalagama ...	9	1882	6	1	1	5	—	—	5	2	8	67	25	66	50
Do. ...	2	1884	2	—	2	—	—	—	1	1	5	14	65	14	65
16 Tembakumburagama .	1	1882	1	—	—	—	—	—	1	1	5	12	80	14	50
Do. ...	1	1884	—	—	—	—	—	—	0	2	8	6	40	6	40
17 Ettanpitiya Udagama ..	23	1882	35*	14	—	27	—	—	9	1	0	65	40	67	40
Do. ...	4	1884	5	1	—	5	—	—	1	3	5	11	60	21	0
18 Meda Arawegama ...	9	1882	12	1	2	9	—	1	7	0	5	36	0	41	0
Do. ...	3	1884	1	—	—	1	—	—	1	1	0	10	0	10	0
Do. ...	1	1885	—	—	—	—	—	—	0	2	0	1	50	1	50
19 Idamegama ...	12	1882	6	—	1	1	5	—	16	2	0	68	10	68	10
Do. ...	2	1884	2	—	1	2	—	—	1	0	3	9	50	10	50
20 Gonatibbotugollegama...	6	1882	3	1	—	1	1	—	5	1	7	27	40	27	40
Do. ...	1	1884	7	2	—	7	—	—	0	1	0	2	0	2	0
21 Wellewelagama ...	7	1882	9	8	2	7	—	—	3	3	1	15	25	15	25
Do. ...	2	1884	—	—	2	—	—	—	0	1	5	1	75	1	75
Do. ...	2	1885	1	1	—	1	—	—	0	2	5	2	0	2	0
22 Ettanpitiya Pallegama...	5	1882	—	—	—	—	—	—	3	2	5	13	50	13	50
23 Aswoddunwelagama ...	3	1882	16	11	1	12	3	—	3	0	0	13	80	13	80
Do. ...	3	1884	2	2	1	2	—	—	3	0	8	22	50	22	50
Do. ...	3	1885	3	2	2	2	1	—	1	3	3	8	25	8	25
24 Alokkangama ...	12	1882	3	—	1	3	—	—	4	1	6	26	30	26	30
25 Pahambumtotagama ..	14	1882	11	—	3	10	1	—	7	1	6	73	45	73	45
26 Hangili Ellegama ...	5	1882	2	—	—	2	—	—	1	2	0	10	10	10	10
Do. ...	2	1884	7	—	4	7	—	—	1	0	5	10	0	19	0
27 Kotawera Pallegama ...	10	1882	12	5	—	12	—	1	3	0	6	21	25	21	25
Do. ...	1	1884	—	—	—	—	—	—	0	0	5	0	50	0	75
Do. ...	1	1885	1	1	—	—	—	—	0	1	0	0	50	0	55
28 Bowelagama ...	1	1882	2	—	—	2	—	—	0	0	5	1	80	1	80
29 Kendagollegama ...	3	1882	2	2	1	—	—	—	1	0	0	5	45	5	45
Do. ...	1	1884	—	—	—	—	—	—	0	1	3	1	50	1	50
30 Edandupolagama ...	11	1882	6	1	2	6	—	—	2	2	8	17	90	17	90
31 Metiwalalandegama .	8	1882	12	2	4	11	—	—	2	1	9	24	60	24	60
Do. ..	1	1884	—	—	—	—	—	—	0	1	0	0	75	0	75
Do. ...	1	1885	1	—	—	1	—	—	0	1	5	1	50	1	50
32 Udaperuwegama ...	4	1882	4	—	2	—	—	—	1	2	5	3	80	3	80
Do. ...	1	1884	3	—	—	3	—	—	0	1	0	0	40	1	25
Do. ...	3	1885	6	3	1	6	—	—	1	0	0	2	15	2	20
33 Palleperuwegama ...	2	1882	—	—	—	—	—	—	1	0	0	5	0	5	0
Do. ...	4	1885	6	4	1	7	—	—	1	1	5	3	50	3	60
34 Weliarawegama ...	4	1882	7	—	1	7	—	—	0	2	5	4	80	4	80
Do. ...	3	1884	10	5	1	9	—	—	0	3	0	3	65	5	0
35 Dehiwelagama ...	2	1882	2	2	1	2	—	—	1	2	0	18	70	18	70
Do. ...	5	1884	5	1	1	4	—	—	1	2	0	6	55	15	25
Do. ...	2	1885	4	4	—	4	—	—	1	1	0	5	90	6	0
36 Etumalegama ...	3	1882	7	2	2	7	—	—	1	2	8	16	40	16	40
37 Diyakolagama ...	17	1882	27	8	2	24	—	—	7	1	3	63	40	63	40
Do. ...	7	1884	—	—	—	—	—	—	1	1	5	9	70	23	0
Do. ...	1	1885	—	—	—	—	—	—	0	1	0	1	40	1	45
	534		549	132	71	422	26	14	278	0	1	1,857	59	2,062	36*

* Rate per amunam Rs. 7·42.

Kōralé and Village.	No of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land and as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent. A.	R	P	Tax. Rs.	c.	Amount realised. Rs.	c.
Dambawinipalata.															
1 Udalakumburagama ...	20	1882	26	1	3	17	—	—	12	0	0	101	0	104	50
Do. ...	6	1884	—	—	—	—	—	1	2	2	5	23	65	23	65
2 Malittennagama ...	15	1882	5	—	1	4	—	14	12	2	5	91	41	87	21
Do. ...	2	1884	3	1	—	3	—	—	1	0	0	11	50	21	0
3 Udupillegama ...	9	1882	26	15	5	23	—	1	5	2	5	62	23	77	23
4 Pidakumburagama ...	15	1882	—	—	3	—	—	13	9	3	5	74	50	81	0
Do. ...	4	1884	1	—	—	1	—	—	3	3	0	22	10	38	0
5 Divitotawelagama ...	2	1882	5	5	—	5	—	—	1	1	0	13	20	13	20
6 Mirahawattagama ...	22	1882	27	1	4	18	—	9	13	3	3	98	93	106	93
Do. ...	8	1884	—	—	2	—	—	5	8	2	0	68	0	68	0
7 Koskaluwegama ...	14	1882	13	—	8	7	—	—	8	1	0	51	30	51	30
Do. ...	3	1884	3	—	1	3	—	—	3	2	0	29	20	47	50
8 Galahitiyawegama ...	4	1882	5	—	—	3	—	—	3	2	0	24	35	24	35
Do. ...	2	1884	—	—	—	—	—	—	1	0	0	15	9	15	9
9 Nawela Gurutalawa ...	22	1882	49	4	1	25	—	2	12	0	5	148	30	148	30
Do. ...	6	1884	18	—	1	17	—	—	5	1	0	23	80	40	20
10 Elletotagama ...	12	1882	39	2	2	35	—	—	7	2	5	37	70	37	70
Do. ...	6	1884	10	—	1	4	—	—	2	1	5	14	60	15	0
11 Kotakitulegama ...	18	1882	—	—	—	—	—	16	14	1	0	91	45	91	45
Do. ...	6	1884	—	—	1	—	—	—	3	1	0	11	5	11	30
12 Welikadagama ...	25	1882	7	2	—	7	—	20	22	1	7	137	65	137	65
Do. ...	1	1884	—	—	—	—	—	1	0	0	5	0	50	2	0
13 Hinnarangollegama ...	2	1882	5	1	1	4	—	—	1	0	0	8	20	8	20
Do. ...	1	1884	—	—	—	—	—	—	1	0	0	6	0	6	0
14 Delankapedigama	14	1882	18	—	2	17	—	—	12	2	5	120	65	120	65
Do. ...	3	1884	4	—	—	1	—	—	1	2	0	19	90	24	0
15 Boralandegama ...	21	1882	43	10	7	31	—	—	11	2	5	89	82	89	82
Do. ...	13	1884	8	—	8	4	2	—	4	0	0	30	75	33	25
16 Hingurugamuwegama ...	18	1882	26	5	—	22	4	4	14	1	5	147	37	147	37
Do. ...	5	1884	—	—	—	—	—	—	3	0	5	36	30	40	0
17 Medagedaragama ...	4	1882	9	—	1	9	—	—	2	2	0	7	0	7	0
Do. ...	16	1884	4	2	2	3	—	—	7	1	0	22	0	22	80
Do ...	1	1885	—	—	—	—	—	—	0	1	5	1	25	1	25
18 Dambawinnagama ...	9	1882	—	—	—	—	—	—	17	3	5	54	90	54	90
Do. ...	1	1884	—	—	—	—	—	—	0	1	0	1	0	1	0
19 Yalpatwelagama ...	8	1882	4	—	3	3	—	—	3	3	7	14	80	14	80
Do. ...	6	1884	5	—	2	3	—	—	2	1	7	9	70	19	50
20 Wellekumburagama ...	10	1882	32	—	2	26	—	2	8	1	5	69	30	69	30
21 Ketakelegama ...	12	1882	3	—	—	1	—	1	11	3	5	83	22	83	22
Do. ...	1	1885	4	—	—	1	—	—	0	2	5	2	50	8	0
22 Ratkarawwogama ...	13	1882	—	—	—	—	—	—	17	0	0	175	10	175	10
Do. ...	1	1884	3	—	—	3	—	—	0	1	5	2	0	2	0
23 Gambaddagama ...	2	1882	6	—	—	6	—	—	2	0	5	13	7	13	7
Do. ...	1	1884	1	—	—	—	—	—	0	2	0	2	80	3	50
24 Udakendagollegama ...	4	1882	21	—	—	10	—	3	5	2	0	48	0	48	0
Do. ...	5	1884	7	—	—	—	—	—	4	1	0	48	75	48	75
25 Ellegama ...	4	1882	2	—	—	2	2	—	2	0	0	18	90	18	90
Do. ...	2	1884	4	—	—	2	2	—	1	3	7	21	50	22	50
26 Yalkumburagama ...	3	1882	—	—	1	—	—	—	1	3	0	10	70	10	70
Do.	1	1884	—	—	—	—	—	—	1	1	0	6	30	6	50
27 Idamegama ..	3	1882	3	3	—	3	—	—	1	1	5	18	50	18	50
Do. ...	4	1884	1	—	—	1	—	—	1	1	5	10	0	10	30
Do. ...	3	1885	—	—	—	—	—	—	1	2	0	5	50	18	30
28 Puhulpolagama ...	1	1882	—	—	—	—	—	—	0	2	5	10	5	10	5
Do. ..	1	1884	—	—	—	—	—	—	0	0	7	1	0	1	0
29 Amunumullegama ..	4	1882	3	2	—	—	—	—	1	1	0	18	90	18	90
Do ...	2	1884	—	—	—	—	—	—	0	3	0	2	50	5	0
30 Nawalagama ...	1	1882	—	—	—	—	—	—	1	0	0	1	70	1	70
Do. ...	2	1884	4	2	1	3	—	—	1	2	0	9	75	15	50
	424		457	56	63	327	13	89	305	2	8	2,301	19	2,432	49*
Gampaha.															
1 Yampanegama ...	1	1882	—	—	—	—	—	—	0	1	0	1	35	1	35
Do. ...	1	1883	—	—	—	—	—	—	1	1	5	7	40	8	90
Do. ...	3	1884	—	—	—	—	—	—	2	3	5	13	50	24	50
Do. ...	1	1885	1	—	—	—	—	2	0	1	0	1	35	1	40
2 Galahitiyawegama ...	2	1882	—	—	—	—	—	—	1	0	0	4	80	4	80
Do. ..	1	1883	—	—	—	—	—	—	0	1	5	2	0	2	80
Do. ...	4	1884	7	3	1	3	3	1	1	3	5	15	5	20	20
Do. ...	2	1885	1	—	—	—	—	—	0	3	0	3	50	3	75
3 Balagallegama ...	1	1882	—	—	—	—	—	—	0	2	5	3	0	3	0
Do. ...	3	1884	—	—	—	—	—	—	1	2	5	11	80	15	0
Do. ...	1	1885	—	—	—	—	—	—	0	1	0	1	20	1	20
4 Dimbulanagama ...	3	1882	1	—	1	—	—	—	2	0	5	14	15	17	0
Do. ...	2	1883	—	—	1	—	—	—	0	3	0	3	75	8	75
Do. ...	8	1884	—	—	1	—	—	—	5	3	5	44	70	47	0
Do. ...	4	1885	5	5	1	—	—	—	0	3	0	3	92	4	72

* Rate per amunam Rs. 7·96.

Kóralé and Village.	No. of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.			Tax.		Amount realised.	
Gampaha—contd.									A.	R.	P.	Rs.	c.	Rs.	c.
5 Galanihegama ...	1	1882	—	—	1	—	—	—	0	2	5	3	10	3	10
Do. ...	2	1883	2	2	—	1	—	—	0	2	5	5	80	10	26
Do. ...	30	1884	18	7	5	14	—	—	11	1	8	66	50	77	25
Do. ...	3	1885	4	—	1	2	—	—	2	0	5	10	45	10	95
6. Ilukwelagama ...	2	1882	—	—	—	—	—	—	0	1	5	3	0	3	0
Do. ..	5	1884	4	—	1	4	—	—	3	0	5	20	30	22	70
7 Diyabokanduregama ...	7	1882	6	1	3	3	1	—	2	2	5	12	30	13	1
Do. ...	1	1883	—	—	—	—	—	—	1	1	0	6	0	9	0
Do. ...	31	1884	38	—	13	27	—	—	22	2	5	124	40	128	80
Do. ...	13	1885	17	1	4	10	1	—	6	3	5	29	25	40	5
8 Pitiyakumburagama ...	8	1882	4	—	—	4	—	—	6	0	5	34	25	34	25
Do. ...	1	1883	—	—	—	—	—	—	0	2	0	2	50	3	25
Do. ...	28	1884	6	—	—	3	1	—	25	1	1	131	10	145	96
Do. ...	6	1885	3	—	—	2	1	—	4	2	5	20	40	25	25
9 Horatotagama ...	6	1882	—	—	—	—	—	—	8	1	5	43	0	44	0
Do. ...	15	1884	3	7	1	2	—	—	9	0	7	49	25	56	55
Do. ...	4	1885	1	—	1	—	—	—	2	3	0	10	65	13	85
10 Gandeniyagama ...	11	1882	7	4	—	4	1	—	8	0	8	39	30	39	30
Do. ...	1	1883	—	—	—	—	—	—	1	0	5	5	40	7	30
Do. ...	30	1884	8	4	2	4	2	—	20	0	5	142	40	156	45
Do. ...	2	1885	—	—	—	—	—	—	2	0	5	10	40	10	40
11 Nindagangama ...	19	1882	19	6	4	12	—	—	15	0	2	78	49	81	39
Do. ...	16	1884	16	14	2	14	—	—	16	1	5	127	30	132	30
Do. ...	2	1885	—	—	—	—	—	—	2	1	7	11	45	17	65
12 Karandegama ...	11	1882	4	3	—	4	—	—	9	0	9	69	10	69	10
Do. ...	2	1884	2	—	1	—	1	—	1	0	5	7	40	21	40
13 Talangamuwagama ...	2	1882	—	—	—	—	—	—	0	2	5	4	70	4	70
Do. ...	1	1884	—	—	—	—	—	—	0	3	5	4	10	10	50
14 Bulliyaddegama ...	4	1882	9	1	2	8	—	—	2	3	5	15	70	15	70
Do. ...	1	1884	—	—	—	—	—	—	1	1	0	5	90	20	0
15 Ellegama ...	6	1882	2	—	—	2	—	—	6	2	0	66	40	66	40
16 Halabagama ...	5	1882	7	1	—	6	1	—	6	2	5	62	30	63	80
Do. ...	7	1884	3	1	—	3	—	—	9	1	5	71	85	71	85
Do. ...	1	1885	—	—	—	—	—	—	0	3	0	3	50	3	50
17 Kollalupitiyagama ...	2	1882	3	1	1	2	—	—	0	3	5	8	90	8	90
Do. ...	2	1883	—	—	2	—	—	—	0	3	6	10	5	6	65
Do. ...	2	1884	4	—	—	4	—	—	1	0	5	5	90	19	50
Do. ...	2	1885	—	—	—	—	—	—	1	3	0	8	80	17	70
18 Idamagama ...	1	1882	—	—	—	—	—	1	0	2	5	5	0	5	0
Do. ...	1	1883	2	—	1	1	—	—	0	0	6	0	60	1	40
Do. ...	1	1884	2	—	—	2	—	—	1	2	5	7	60	8	0
19 Godamadittegama ...	3	1882	3	—	—	3	—	—	2	0	0	8	50	18	50
20 Hemagollegama ...	2	1882	1	1	—	1	—	1	1	1	0	13	40	13	40
21 Polwattapanguwa ...	6	1882	—	—	—	—	—	5	2	2	9	20	60	21	60
Do. ...	2	1884	1	—	1	—	—	—	0	3	5	3	90	10	0
22 Diyakirillamandepangu...	5	1882	5	—	—	5	—	2	2	1	5	23	0	26	36
Do. ...	1	1883	1	—	—	—	1	—	0	1	5	5	40	6	61
Do. ...	3	1884	—	—	—	—	—	—	1	0	0	8	80	8	80
23 Patitpanguwa ...	5	1882	—	—	1	—	—	1	3	3	5	34	50	38	56
Do. ...	1	1883	—	—	—	—	—	—	0	3	5	4	70	8	5
Do. ...	2	1884	—	—	—	—	—	—	1	0	5	5	10	9	75
24 Asweddunpangu ...	10	1882	18	3	3	14	—	1	4	0	1	45	30	46	30
Do. ...	1	1883	—	—	1	—	—	—	0	2	0	2	0	4	0
Do. ...	3	1884	1	—	—	1	—	1	1	1	8	16	50	17	50
25 Madullegama ...	11	1882	2	—	1	2	—	7	3	3	6	43	45	43	95
Do. ...	1	1883	—	—	—	—	—	—	0	3	0	3	0	6	0
Do. ...	5	1884	3	1	1	—	1	—	1	0	8	8	0	9	10
Do. ...	1	1885	—	—	—	—	—	—	0	1	5	1	75	1	75
26 Galkotuwagama ...	1	1882	—	—	—	—	—	—	1	3	0	17	80	17	80
Do. ...	4	1884	7	7	—	7	—	—	0	2	7	22	40	25	5
Do. ...	1	1885	—	—	—	—	—	—	0	1	5	1	75	1	75
27 Wewagama ...	2	1882	—	—	—	—	—	—	1	3	5	9	20	11	30
Do ...	3	1883	3	—	—	2	—	—	1	0	5	5	30	11	64
Do. ...	6	1884	3	1	—	1	1	—	2	1	6	10	43	16	20
Do. ...	1	1885	—	—	—	—	—	—	0	1	5	1	75	2	25
28 Medipokunagama ...	1	1882	—	—	—	—	—	—	0	1	0	1	0	1	67
Do. ...	1	1884	—	—	—	—	—	—	0	1	0	3	0	3	0
29 Megodawelapangu ...	1	1882	2	—	—	—	2	—	0	2	5	9	0	11	0
30 Kinawellapangu ...	1	1882	2	—	1	1	—	—	0	3	0	3	50	4	0
Do. ...	1	1884	3	—	1	2	—	—	0	1	5	2	0	7	50
31 Malwattagama ...	2	1882	—	—	—	—	—	—	0	3	5	8	30	11	0
Do. ...	1	1883	1	—	—	1	—	—	1	1	0	6	0	7	60
Do. ...	3	1884	—	—	1	—	—	—	3	0	5	14	70	28	25
32 Kalagahaullegama ...	1	1882	—	—	—	—	—	—	0	1	0	2	80	4	25
—	2	1884	1	—	1	—	—	—	0	2	5	4	45	13	50
33 Ritikumburagama ...	1	1883	1	1	—	1	—	—	0	2	0	3	80	4	65
Do. ...	2	1884	—	—	—	—	—	—	0	2	3	4	60	5	25

Kóralé and Village.	No. of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent. A. R. P.	Tax. Rs. c.	Amount realised. Rs. c.
Gampaha—contd.											
34 Hatkindagama ...	1	1883	—	—	—	—	—	—	0 2 5	3 40	10 78
Do. ...	3	1884	—	—	—	—	—	—	1 3 0	12 50	20 0
Do. ...	2	1885	1	—	—	1	—	—	0 3 1	3 62	4 40
35 Idamegama ...	5	1884	11	—	1	8	—	—	3 3 3	22 30	26 30
Do. ...	1	1885	—	—	—	—	—	—	0 2 0	2 40	2 40
36 Panagodagama ...	6	1884	20	1	3	17	—	—	1 2 6	12 84	16 10
Do. ...	1	1885	—	—	—	—	—	—	0 0 2	0 40	0 40
37 Mahakumburagama ...	4	1884	7	4	1	6	—	—	1 1 2	6 85	7 15
38 Uduturegama ...	2	1884	—	—	—	—	—	—	1 1 5	6 40	15 50
39 Wetalawegama ...	2	1884	—	—	—	—	—	—	4 0 0	64 20	65 20
40 Bandarawattagama ...	2	1884	1	—	—	—	1	—	0 2 5	3 40	6 0
41 Kindigodagama ...	3	1884	7	—	—	7	—	—	1 3 0	9 70	9 70
	461		314	80	67	221	18	22	305 3 6	2,013 95	2,326 35*
Yatipalata.											
1 Perewellegama ...	1	1882	—	—	—	—	—	—	0 1 5	3 60	3 60
Do. ...	5	1884	3	1	—	3	—	—	1 1 8	15 10	20 60
2 Medagodegama ...	2	1882	2	—	—	2	—	—	0 2 5	6 40	6 40
Do. ...	9	1884	8	—	—	7	—	—	2 1 3	26 0	26 65
3 Pattiakumburagama ...	2	1882	3	—	—	3	—	—	0 3 5	8 30	8 30
Do. ...	1	1884	—	—	—	—	—	—	0 1 5	5 25	5 25
4 Galahegama ...	4	1882	3	—	2	2	—	—	0 2 1	5 10	5 10
Do. ...	6	1884	5	1	—	3	—	—	1 0 8	12 10	12 10
5 Tel Hawedigama ...	5	1882	5	—	1	4	—	2	2 0 6	28 60	28 60
Do. ...	9	1884	6	2	1	4	3	—	3 0 7	21 80	26 50
6 Etinawellegama ...	1	1882	—	—	1	—	—	—	1 0 0	8 0	8 0
Do. ...	1	1883	1	—	—	1	—	—	0 3 0	3 50	4 50
Do. ...	4	1884	8	—	2	6	—	—	1 3 0	13 80	13 80
7 Medawelagama ...	1	1882	1	1	—	1	—	—	1 0 0	10 80	10 80
Do. ...	2	1883	6	—	2	4	—	—	1 0 5	5 50	6 0
Do. ...	15	1884	14	1	1	12	—	—	7 3 7	104 50	106 0
Do. ...	1	1885	1	—	—	—	—	—	0 1 0	1 40	5 0
8 Karagahaulpotagama ...	3	1882	4	—	—	4	—	—	0 3 5	8 20	8 20
Do. ...	15	1884	10	5	1	12	—	—	8 3 9	73 85	84 30
Do. ...	1	1885	1	—	—	—	1	—	0 0 5	0 70	1 50
9 Umaelagama ...	7	1882	21	6	3	18	1	—	2 2 5	28 80	28 80
Do. ...	43	1884	41	10	5	34	1	—	16 0 9	162 60	203 20
Do. ...	3	1885	2	2	—	2	—	—	0 2 1	1 70	9 0
10 Dawuldenagama ...	4	1882	1	—	—	1	—	—	0 3 8	11 0	11 0
Do. ...	1	1883	8	6	2	6	—	—	0 0 8	2 0	2 0
Do. ...	30	1884	43	26	2	38	—	—	11 2 7	117 30	160 60
11 Kumarepattiagama ...	5	1882	6	1	—	6	—	—	1 2 5	8 50	8 50
Do. ...	6	1884	8	—	1	8	—	—	2 1 0	13 15	23 25
Do. ...	1	1885	2	—	—	2	—	—	0 1 0	0 50	2 50
12 Atuagedaragama ...	9	1882	16	—	7	9	—	—	3 0 5	17 0	17 0
Do. ...	10	1884	11	—	1	10	—	—	4 0 0	23 0	35 25
Do. ...	4	1885	10	3	2	8	—	—	1 2 0	3 0	12 5
13 Medagama ...	4	1882	12	5	2	9	—	—	1 2 0	13 40	13 40
Do. ...	3	1884	—	—	—	—	—	—	0 3 5	5 30	8 0
14 Pallewelagama ...	11	1882	18	10	—	12	—	—	5 3 5	53 30	53 30
Do. ...	2	1883	2	—	—	2	—	—	1 0 5	6 50	6 50
Do. ...	7	1884	11	3	2	10	—	—	3 1 0	38 60	57 45
Do. ...	5	1885	3	1	—	3	—	—	2 0 5	11 40	19 25
15 Alagollagama ...	3	1882	6	6	—	6	—	—	1 2 5	13 0	13 0
Do. ...	15	1884	18	16	1	19	—	—	4 3 0	39 10	40 0
Do. ...	3	1885	—	—	1	—	—	—	1 0 0	4 10	30 35
16 Busdullegama ...	1	1882	1	—	—	1	—	—	0 3 0	8 0	8 0
Do. ...	1	1883	5	2	1	4	—	—	1 0 0	4 70	13 0
Do. ...	3	1884	3	2	—	3	—	—	0 1 3	2 70	5 40
17 Wegedaragama ...	1	1882	2	—	1	1	—	—	0 2 5	3 0	3 0
Do. ...	11	1884	8	—	—	7	—	—	5 0 0	60 15	60 25
18 Puwakgahagedaragama	1	1882	5	1	—	5	—	—	0 1 0	2 80	2 80
Do. ...	1	1884	—	—	—	—	—	—	0 3 0	8 40	13 50
19 Jasingama ...	7	1882	4	1	2	3	—	—	3 0 5	34 80	34 80
Do. ...	24	1884	21	5	3	20	—	6	10 3 0	144 65	146 25
20 Ambegasduwegama ...	11	1882	18	3	—	14	—	—	4 1 1	32 90	32 90
Do. ...	16	1884	17	5	3	15	—	—	5 2 2	48 30	56 15
21 Alutwelagama ...	5	1882	9	4	2	8	—	—	1 1 0	13 60	13 60
Do. ...	7	1884	15	3	3	13	—	—	4 2 5	43 10	44 60
Do. ...	5	1885	3	—	—	3	—	—	1 2 2	6 90	34 55
22 Kurundugollegama ...	11	1882	12	2	1	10	—	2	4 3 3	47 60	47 60
Do. ...	1	1883	1	—	—	1	—	5	0 2 0	3 50	3 50
Do. ...	16	1884	15	2	—	15	—	—	7 2 0	101 40	105 60
Do. ...	1	1885	1	—	—	1	—	—	0 2 5	2 80	6 75

* Rate per amunam Rs. 7·60.

Korale and Village.	No. of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land and as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.			Tax.	Amount realised.
									A.	R.	P.	Rs. c.	Rs. c.
Yatipalata—contd.													
23 Katugallagama ...	3	1882	5	3	—	3	—	—	1	1	5	7 50	7 50
Do. ...	6	1884	3	2	—	3	—	—	2	1	0	15 30	25 15
Do. ...	1	1885	3	—	—	3	—	—	0	1	5	1 0	1 25
24 Daregalegama ...	1	1882	4	2	—	4	—	—	0	3	0	7 0	7 0
Do. ...	6	1884	9	2	—	9	—	—	2	3	5	10 5	26 25
Do. ...	6	1885	2	—	—	2	—	—	3	3	2	8 75	9 50
25 Ratambegama ...	5	1882	6	—	1	5	—	—	3	2	0	30 0	30 0
Do. ...	6	1884	2	—	—	2	—	—	3	0	0	28 0	34 75
26 Ketagodagama ...	6	1882	12	5	—	10	—	—	3	1	5	30 0	30 0
Do. ...	12	1884	16	1	—	15	—	1	4	3	0	45 30	48 55
Do. ...	1	1885	—	—	—	—	—	—	1	0	0	4 0	34 25
27 Pannalogama ...	1	1882	1	—	—	1	—	—	0	0	5	1 20	1 20
Do. ...	1	1883	3	—	1	2	—	—	2	0	0	9 40	14 0
Do. ...	24	1884	21	1	3	29	—	—	6	1	4	62 0	102 75
Do. ...	3	1885	—	—	—	—	—	—	0	3	0	3 35	11 0
28 Talakumburagama ...	1	1882	1	—	—	1	—	—	0	3	0	8 0	8 0
Do. ...	1	1884	1	—	—	1	—	—	0	2	0	5 40	5 40
Do. ...	1	1885	—	—	—	—	—	—	0	2	0	2 70	5 50
29 Karametiagama ...	2	1883	5	—	—	5	—	—	0	3	5	4 40	4 65
Do. ...	21	1884	23	6	1	22	—	—	10	2	6	108 55	115 15
Do. ...	1	1885	—	—	—	—	—	—	0	2	5	3 0	3 0
30 Nahakadiagama ...	1	1883	3	—	1	—	2	—	0	3	0	3 0	3 0
Do. ...	6	1884	3	—	2	2	—	—	2	1	0	11 0	21 50
Do. ...	3	1885	8	5	1	7	—	—	1	1	0	5 50	29 50
31 Galgewelagama ...	2	1884	2	—	—	2	—	—	0	2	5	10 20	10 20
32 Kabilledowegama ...	1	1884	4	—	—	4	—	—	0	1	3	2 55	2 55
33 Paspewelagama ...	2	1884	—	—	—	—	—	—	0	3	0	4 50	4 65
	511		597	163	66	527	8	16	213	1	3	1,936 70	2,374 10*
Medapalata.													
1 Hatapeelegama ...	5	1882	4	—	—	2	—	—	4	1	5	43 50	34 15
Do. ...	4	1884	2	—	1	—	1	—	2	3	5	28 50	29 0
2 Ranghawadigama ...	3	1882	5	—	—	5	—	—	1	1	0	5 0	5 0
Do. ...	1	1884	1	—	—	1	—	—	0	0	5	1 50	2 0
3 Kiruwanagama ...	4	1882	2	1	—	2	—	—	3	3	5	18 70	20 90
Do. ...	31	1884	19	12	4	18	—	—	9	2	3	113 80	131 10
Do. ...	3	1885	6	—	—	6	—	—	1	1	2	7 35	9 75
4 Tambalegama ...	4	1882	3	—	—	3	—	—	1	0	8	5 20	5 20
Do. ...	10	1884	8	—	1	8	—	—	4	1	0	21 25	28 25
5 Koredekumburagama ...	10	1882	21	8	3	13	1	—	2	3	3	35 30	41 48
Do. ...	25	1884	21	2	1	19	1	—	7	0	7	55 75	93 41
6 Uduhawaregama ...	1	1882	1	—	—	—	—	—	1	1	0	4 40	4 40
Do. ...	2	1884	—	—	1	—	—	—	0	2	0	6 60	10 20
7 Pallewellegama ...	5	1882	8	4	—	6	—	—	3	0	0	16 60	17 52
Do. ...	11	1884	6	2	—	6	—	—	4	1	0	33 70	42 10
8 Hapugollegama ...	14	1882	5	2	—	3	1	—	4	3	8	22 30	25 10
Do. ...	19	1884	16	2	1	15	—	—	5	3	1	39 75	50 25
Do. ...	2	1885	—	—	—	—	—	—	0	1	5	0 60	1 25
9 Ihala-alagollegama ...	7	1882	19	4	2	10	3	—	1	2	5	13 60	13 60
Do. ...	14	1884	9	1	—	9	—	—	6	3	6	56 85	101 65
10 Unapanegama ...	13	1882	8	—	4	5	—	—	3	3	2	30 5	32 20
Do. ...	9	1884	14	3	2	14	—	—	2	2	0	23 25	23 89
11 Hiryarawegama ...	3	1882	—	—	—	—	—	—	1	0	8	6 0	6 0
Do. ...	1	1884	1	—	—	—	—	—	0	1	0	1 20	1 25
12 Pattiyakumburagama ...	3	1882	6	5	—	6	—	—	0	3	5	8 40	8 40
Do. ...	9	1884	—	—	—	—	—	—	8	1	0	61 25	80 0
13 Hangumawegama ...	7	1882	15	—	2	13	—	—	4	2	0	24 40	26 44
Do. ...	16	1884	24	4	5	18	—	—	11	0	8	102 20	119 70
Do. ...	2	1885	1	—	—	—	1	—	0	2	3	2 25	2 50
14 Mudanawegama ...	8	1882	5	2	5	4	—	—	3	2	5	19 0	21 40
Do. ...	5	1884	3	2	3	2	—	—	2	0	5	18 25	18 75
15 Lunatugama ...	5	1882	5	—	—	3	—	—	2	1	5	19 30	28 25
Do. ...	4	1884	—	—	—	—	—	—	0	2	5	3 0	7 0
16 Hedillegama ...	12	1882	—	—	—	—	—	—	4	0	6	23 91	23 91
Do. ...	12	1884	2	1	1	1	—	—	4	0	2	37 81	54 65
17 Kadadoragama ...	7	1882	5	—	—	2	—	—	2	1	0	21 40	27 0
Do. ...	15	1884	22	—	2	17	1	—	7	0	8	39 10	53 95
18 Godakumburagama ...	6	1882	4	—	—	2	—	—	2	0	9	16 50	17 75
Do. ...	9	1884	2	—	—	—	—	—	2	3	4	19 10	28 45
19 Kiribatwelagama ...	5	1882	6	—	—	6	—	—	2	1	0	12 90	14 90
Do. ...	19	1884	13	6	—	7	—	—	13	2	5	55 65	69 90
20 Idamegama ...	2	1882	—	—	—	—	—	—	1	1	5	2 75	2 75
Do. ...	14	1884	5	1	—	3	—	—	4	2	8	39 60	49 0
21 Etkandewatagama ...	5	1882	3	1	—	2	—	—	1	2	2	12 70	17 8
Do. ...	5	1884	6	2	2	4	—	—	2	0	0	22 40	22 90

* Rate per amunam Rs. 11·13.

Korálé and Village.	No. of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.	Tax.	Amount realised.
Medapalata—contd.									A. R. P.	Rs. c.	Rs. c.
22 Beraliyapolegama ...	1	1882	1	—	—	1	—	—	0 1 5	1 15	1 15
Do. ...	13	1884	6	—	—	5	—	—	15 0 5	108 25	112 80
23 Pannelewelagama ...	1	1882	4	4	—	4	—	—	0 1 0	1 20	1 20
Do. ...	4	1884	6	3	1	5	—	—	1 2 0	8 70	10 80
Do. ...	1	1885	5	3	1	4	—	—	0 3 5	3 0	3 0
24 Dehiwelagama ...	1	1882	1	—	—	1	—	—	0 2 5	3 40	4 0
Do. ...	9	1884	6	4	1	5	—	—	3 3 0	45 50	59 40
25 Welamedagama ...	6	1882	7	7	3	3	—	—	1 1 2	11 20	17 64
Do. ...	17	1884	12	1	1	11	—	—	5 0 3	33 45	40 40
26 Pitawelagama ...	4	1884	7	—	—	7	—	—	2 3 5	34 30	40 70
27 Leykumburagama ...	3	1884	4	—	—	4	—	—	1 3 5	17 0	30 50
28 Dimbulwelagama ...	9	1884	8	—	—	8	—	—	4 3 0	54 80	72 45
29 Pahalealegollegama ...	2	1884	1	1	2	—	—	—	0 3 0	6 0	6 60
30 Gonadeniyagama ..	4	1884	5	—	—	5	—	—	1 0 9	6 60	7 0
31 Pitahekumburagama ...	2	1884	1	1	—	1	—	—	0 3 0	13 0	14 25
32 Atatennagama ...	3	1884	3	—	—	3	—	—	0 3 5	11 70	11 70
33 Tetigewagama ...	1	1884	3	—	—	3	—	—	0 3 0	7 0	7 0
	452		386	89	49	305	9	1	200 1 2	1,518 87	1,864 92*
Udapalata.											
1 Palugama ...	9	1882	7	—	4	5	—	—	2 3 0	33 55	60 20
Do. ...	1	1883	—	—	—	—	—	—	0 0 2	0 10	0 75
Do. ..	27	1884	8	—	4	6	—	—	8 3 7	22 10	54 0
2 Alawatugodagama ...	10	1882	28	7	3	26	—	—	5 3 0	60 60	72 60
Do. ...	5	1883	—	1	—	—	—	—	1 2 8	12 92	21 65
Do. ...	18	1884	9	—	—	9	—	—	6 1 4	53 22	120 50
Do. ...	1	1885	2	—	—	—	—	—	0 3 0	1 60	2 50
3 W. Nugatalawa ...	10	1882	5	1	1	2	—	—	2 2 3	26 30	44 75
Do. ...	1	1883	—	—	—	—	—	—	0 1 5	0 50	2 75
Do. ...	20	1884	12	—	3	8	—	—	5 1 0	16 40	56 6
4 Erebeddagama ...	4	1882	5	1	—	3	2	—	1 0 0	9 45	21 50
Do. ...	1	1883	—	—	—	—	—	—	0 0 2	0 25	1 0
Do. ...	3	1884	3	—	—	—	—	—	0 2 4	3 10	18 15
5 Landegama ...	8	1882	2	—	1	2	—	—	4 3 4	39 30	41 30
Do. ...	1	1883	—	—	—	—	—	—	0 1 0	1 20	2 50
Do. ...	10	1884	12	2	1	9	—	—	2 3 8	31 60	36 85
6 Lunupottawelagama ...	16	1882	26	—	1	18	—	—	7 2 4	61 15	63 35
Do. ...	2	1883	4	—	1	4	—	—	1 0 0	4 70	8 0
Do. ...	8	1884	4	—	2	2	—	—	4 3 5	36 60	86 70
7 Mudunpitagama ...	2	1882	4	—	—	4	—	—	1 1 0	13 20	20 0
Do. ...	3	1884	1	—	—	1	—	—	1 1 0	18 20	27 0
8 Harekgamakandegama ...	1	1882	—	—	—	—	—	—	0 0 1	2 40	3 70
* Do. ...	3	1884	—	—	—	—	—	—	1 2 5	7 0	13 0
9 Radakandurawelagama...	1	1882	—	—	1	—	—	—	0 2 0	3 60	7 0
Do. ...	3	1884	1	—	1	1	—	—	0 2 5	3 30	14 20
10 Girambogama ...	11	1882	4	—	2	4	—	—	6 2 0	40 55	63 70
Do. ...	6	1883	1	—	1	1	—	—	1 1 3	5 45	12 70
Do. ...	17	1884	5	—	3	5	—	—	6 2 8	27 95	58 75
11 Welimadegama ...	9	1882	4	—	3	4	—	—	2 2 8	25 80	27 65
Do. ...	4	1884	4	—	1	4	—	—	0 3 7	5 75	9 25
12 Palugama-ela ...	2	1882	—	—	—	—	—	—	0 2 0	14 65	15 99
Do. ...	1	1883	—	—	1	—	—	—	0 0 5	0 70	10 25
Do. ...	5	1884	—	—	1	—	—		1 2 5	17 60	33 0
13 Hewamkumburagama ...	3	1882	1	—	1	1	—	—	1 3 3	13 35	15 10
Do ...	1	1883	3	—	—	3	—	—	0 1 0	4 75	16 0
Do. ...	7	1884	7	—	2	6	1	—	5 1 0	33 20	204 0
14 Gawarammanegama ...	1	1882	—	—	—	—	—	—	0 1 0	2 70	4 0
Do. ...	1	1883	—	—	—	—	—	—	1 0 0	4 0	11 0
Do. ...	7	1884	—	—	1	—	—	—	5 0 7	16 80	68 0
15 Kandepuhulpolagama ...	4	1882	6	1	2	4	—	—	1 1 0	10 25	12 50
Do. ...	3	1883	2	—	—	—	1	—	1 0 6	7 75	16 25
Do. ...	6	1884	4	2	—	2	—	—	4 1 5	29 25	69 0
16 Madowitagama ...	3	1882	2	—	1	1	—	—	0 2 0	5 80	5 80
Do. ...	1	1883	7	—	1	6	—	—	1 0 0	2 0	3 0
Do. ...	5	1884	8	1	4	1	2	—	3 1 0	11 80	39 45
17 Kalebululandegama ...	5	1882	1	—	1	1	—	—	1 0 4	8 90	8 90
Do. ...	1	1883	3	—	—	—	—	—	0 0 4	4 70	6 75
Do. ...	5	1884	3	—	—	1	—	—	1 3 5	22 20	29 90
18 Amarakongama ...	9	1882	30	1	1	25	—	1	2 3 1	38 77	38 77
Do. ...	13	1884	5	1	5	4	—	—	6 2 0	63 0	64 25
19 Kabillegama ...	10	1882	5	—	—	4	1	—	3 2 4	11 15	11 15
Do. ...	8	1884	4	—	1	3	—	—	4 0 7	19 70	21 65
20 Karegahawalegama ...	1	1882	—	—	—	—	—	—	0 3 5	3 50	3 50
Do. ...	7	1884	3	—	1	3	—	—	5 1 4	17 25	20 25
21 Matikumburagama ...	2	1882	2	—	1	2	—	—	0 1 7	4 80	4 80
Do. ...	1	1883	—	—	—	—	—	—	0 1 5	2 0	3 0

* Rate per amunam Rs. 9·31.

Kóralé and Village.	No. of Fields sold.	Year of Sale.	No. of Land-owners who have lost all Lands.	No. of Villagers who have left the District in consequence of Sale of their Lands.	No. of Land-owners who have died since Sale.	No. of Villagers who have lost all Lands, now employed on the Cultivation of other Land as Coolies.	Destitute.	No. of Lands returned to Original Owners at the Jubilee.	Extent.			Tax.		Amount realised.	
									A.	R.	P.	Rs.	c.	Rs.	c.
Udapalata—contd.															
22 Alugollegama ...	2	1882	6	—	1	2	—	—	0	3	0	5	0	5	0
Do. ...	7	1884	9	—	2	9	—	—	2	2	0	31	0	31	75
23 Lan-Bibiligamuwa ...	1	1882	—	—	—	—	—	—	0	0	5	0	70	0	70
Do. ...	1	1883	—	—	—	—	—	—	0	2	0	8	70	18	50
Do. ...	6	1884	3	—	—	—	3	—	0	3	8	7	80	42	50
24 Tennakonwelagama ...	2	1882	3	—	—	3	—	—	0	2	2	6	50	6	50
Do. ...	2	1884	2	1	—	2	—	—	0	2	4	6	0	25	0
25 Gannekumburagama ...	20	1882	21	—	5	17	1	—	5	0	3	28	75	28	75
Do. ...	3	1883	—	—	—	—	—	—	0	2	5	2	50	5	80
Do. ...	32	1884	24	5	8	19	—	—	9	0	8	41	85	73	85
Do. ...	3	1885	—	—	—	—	—	—	0	1	6	1	20	1	20
26 Aganpodygama ...	1	1882	—	—	—	—	—	—	0	0	8	4	70	4	70
Do. ...	2	1883	1	—	—	1	—	—	1	0	0	13	40	15	75
Do. ...	5	1884	3	—	—	3	—	—	2	0	0	17	40	37	5
27 Nugatalawegama ...	7	1882	1	—	1	—	—	—	2	1	5	7	70	7	70
28 Dehipolegama ...	2	1882	2	1	—	2	—	—	0	1	5	2	60	2	60
Do. ...	2	1884	3	—	—	2	1	—	1	0	0	5	10	18	50
29 Landewelagama ...	2	1882	3	1	—	3	—	—	0	2	5	10	50	10	50
Do. ...	2	1883	3	—	1	—	—	—	0	2	0	2	20	5	0
Do. ...	4	1884	1	1	1	1	—	—	2	1	0	20	50	83	50
30 Bogahakumburagama ...	1	1883	2	—	1	1	—	—	0	0	8	1	0	5	25
Do. ...	3	1884	2	—	1	1	—	—	0	3	8	4	80	20	50
31 Galahitiawegama ...	2	1883	3	—	—	1	2	—	0	1	0	1	40	4	10
32 Pellywinnegama ...	1	1884	1	—	—	1	—	—	0	0	5	1	40	11	50
33 Lunupallugolla ...	7	1884	6	1	3	13	—	—	3	1	0	15	0	16	57
Do. ...	2	1885	1	—	—	1	—	—	0	2	0	2	0	2	0
34 Dadewedymahakumbura	1	1884	—	—	—	—	—	—	0	1	0	1	40	4	0
35 Gallahitiawegama ...	1	1884	1	—	—	—	1	—	0	0	5	0	70	4	0
	451		348	28	81	267	15	1	173	0	9	1,190	21	2,201	9*

* Rate per amunam Rs. 12·72.

F. C. FISHER,
Government Agent.

Badulla Kachchéri,
October 31, 1890.

No. 2.

The Right Hon. the SECRETARY OF STATE to Governor Sir A. E. HAVELOCK, K.C.M.G.

Ceylon.—No. 2.

Downing street, January 6, 1891.

SIR,—I HAVE the honour to acknowledge the receipt of your despatch No. 465 of the 25th November, enclosing a report by the Government Agent of Uva upon the results of exacting arrears of the paddy tax in that Province during the years 1882–87.

I need hardly say that I have read Mr. Fisher's report with much regret, and you have my approval of your intention to revise the assessment of the tax in the Province.

I have, &c.,
KNUTSFORD.

V.—1891.

THE FORTIFICATION OF COLOMBO.

REPORT of a SELECT COMMITTEE of the Legislative Council to which was referred the Governor's Message of January 20, 1891, regarding the further expenditure required for the proposed additional Fort for the defence of Colombo Harbour.

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1891.

EXTRACT from the Minutes of the Legislative Council dated February 11, 1891.

Resolved,—That the following gentlemen be appointed a Select Committee to report on the Governor's Message of January 20, 1891, regarding the further expenditure required for the proposed additional fort for the defence of Colombo Harbour :—

His Excellency W. G. D. MASSY, C.B., Major-General.
The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. Major F. J. DAY, R.E., Acting Surveyor-General.
The Hon. P. RÁMANÁTHAN, C.M.G., } Unofficial Members.
The Hon. A. DE A. SENEVIRATNA, } Unofficial Members.
The Hon. J. J. GRINLINTON, } Unofficial Members.

THE FORTIFICATION OF COLOMBO.

THE Select Committee to whom was referred the Message of His Excellency the Governor of the 20th January, requesting the Legislative Council to express their opinion whether they should vote the additional sum of £7,500 sterling estimated to be required in addition to the sum of Rs. 102,750 already provided for an additional battery for the defence of the Colombo Harbour, beg to report as follows.

The Committee recognise the importance of, if indeed not the actual necessity for, an additional battery to complete the defences of the Harbour, as well as the propriety of the selection of the site now occupied by St. Thomas' Church, Kochchikade. In this connection the Committee desire to record their opinion that the estimated cost of this site as mentioned in the Governor's Message, namely, Rs. 25,000, is in excess of its real value, and that a considerable saving may confidently be expected under this head.

The Committee recommend that the Colony provide the site, as it was at its request that the site which had been selected at the root of the Breakwater to supply the defect in the defence was abandoned, on account of the very great commercial value of that site, and of its being the only available water frontage to the Harbour remaining to the Colonial Government.

As the construction of another battery is, in their opinion, undoubtedly an integral part of the general scheme of defence necessary for the security of the harbour, the Committee consider that the Colony might not unreasonably have asked that the conditions originally made, namely, that the Colony should pay for the structures and the Imperial Government for the armament, should be acted upon in the present instance; but the Council having already voted Rs. 102,750 for an additional battery when proposed to be placed at the root of the Breakwater, the Committee recommend that the vote be continued, and also that the balance remaining of the original appropriation of £24,000 for the defences of Colombo be applied to this additional battery and its armament.

The Committee consider that in carrying out these recommendations the Legislature of this Colony will be acting in a very liberal spirit, and that they are giving the best proof of their willingness to do everything that is reasonable towards providing for their share of the defence, notwithstanding the discouragement which the Colony has received by the recent demand for a large increased Military Contribution

In conclusion, the Civilian members of the Committee think it but right that the responsibility should be placed upon the War Office for the defect which they consider to exist in the original scheme for the defence of Colombo, the consequences of which, had it not been discovered, would probably have been disastrous to the port in the event of an attack by an enemy, and the remedying of which entails considerable expense upon the Colony.

W. G. D. MASSY.
E. NOEL WALKER.
F. J. DAY.
P. RÁMANÁTHAN.
A. SENEVIRATNA.
J. J. GRINLINTON.

Legislative Council Chamber,
Colombo, February 13, 1891.

On the motion of His Excellency the Governor, seconded by the Hon. J. J. Grinlinton, the following condition was attached as a rider to the report :—

(1) That the War Office give an assurance that the proposed battery at the St. Thomas's site shall not, through any increase of the garrison for the defence of Colombo, entail on the Colonial Government any annual charge in addition to the sum, whatever it may be, to be paid as Military contribution; and

(2) That no charge beyond the provision now offered shall be made by the War Office on account of the arming, ammunition, and maintenance of the proposed battery at the St. Thomas's site.

VI.—1891.

THE NEW GENERAL POST OFFICE.

REPORT of a SELECT COMMITTEE of the Legislative Council appointed to consider the Plans and Estimates for the New General Post Office.

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents

1891.

EXTRACT from the Minutes of the Legislative Council dated February 11, 1891.

Resolved,—That the Plans and Estimates for the new General Post Office be referred to a Select Committee consisting of—

The Hon. Sir E. NOEL WALKER, K.C.M.G., Colonial Secretary.
The Hon. G. T. M. O'BRIEN, C.M.G., Auditor-General.
The Hon. F. R. SAUNDERS, C.M.G., Treasurer.
The Hon. A. R. DAWSON, Government Agent, Western Province.
The Hon. P. RÁMANÁTHAN, C.M.G.,
The Hon. P. D. ANTHONISZ, M.D.,
The Hon. T. N. CHRISTIE,
The Hon. A. DE A. SENEVIRATNA,
The Hon. J. J. GRINLINTON,
} Unofficial Members.

THE NEW GENERAL POST OFFICE.

THE Select Committee appointed by the resolution of the Legislative Council on the 11th instant have examined the plans and the estimate, amounting to Rs. 325,000, for the proposed General Post Office, and in the consideration of them have had the assistance of the Postmaster-General and of the officer of the Public Works Department who prepared the plans and estimate.

The Committee, with the exception of one Member, who objected to any increase whatever, are not prepared to recommend any further departure from the limitation of Rs. 200,000 suggested by the Sub-Committee on the Supply Ordinance, than to allow an additional Rs. 10,000 for the ornamentation of the frontage. The Committee therefore recommend that revised plans and estimates in accordance with this amended limitation be now prepared.

E. NOEL WALKER.
G. T. M. O'BRIEN.
F. R. SAUNDERS.
A. R. DAWSON.
P. RÁMANATHAN.
P. D. ANTHONISZ.
T. N. CHRISTIE.
A. SENEVIRATNA.
J. J. GRINLINTON.

Legislative Council Chamber,
Colombo, February 14, 1891.

VII.—1891.

RAILWAY EXTENSION NORTHWARDS.

SECOND REPORT of the COMMISSIONERS appointed to report on the means of improving Railway Communication with the Northern Parts of the Island, and the probable Cost of Railway Extension in that direction, and the Profit, if any, likely to result therefrom.

(In continuation of Sessional Paper LVII. of 1890.)

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO. Price Re. 1·65

1891.

COMMISSION.

IN the Name of Her Majesty VICTORIA, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith.

By His Excellency Sir ARTHUR ELIBANK HAVELOCK, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over the Island of Ceylon, with the Dependencies thereof.

A. E. HAVELOCK.

WHEREAS We have deemed it expedient that a Commission should issue to inquire and report generally with regard to the means of improving Railway Communication with the Northern Parts of the Island, and the probable cost of Railway Extension in that direction, and the profits, if any, likely to result therefrom :

Now Know Ye that We, the said Governor, with the advice of the Executive Council, in pursuance of the powers in Us vested by the Ordinance No. 9 of 1872, and reposing great trust and confidence in your prudence, ability, and fidelity, have nominated, constituted, and appointed, and by these presents do nominate, constitute, and appoint you, FREDERICK RICHARD SAUNDERS, GEORGE SANDERS WILLIAMS, PONAMPALAM RÁMANÁTHAN, THOMAS NORTH CHRISTIE, HENRY BOIS, and WILLIAM BOWDEN SMITH, to be Our Commissioners for the purpose of the said inquiry, with authority to exercise all the powers which Commissioners appointed under the said Ordinance may lawfully use and exercise.

And We do hereby authorise and empower you, Our said Commissioners, to make all necessary inquiries into the said matter, and to report to Us under your hands, within six months from this date, or so much earlier as may be possible, upon the matter referred to you as aforesaid.

Given at Kandy, under the seal of this Island, this Fifth day of August, in the year One thousand Eight hundred and Ninety.

By His Excellency's command,

E NOEL WALKER,
Colonial Secretary.

RAILWAY EXTENSION NORTHWARDS.

SECOND REPORT.

In our preliminary report dated the 17th December, 1890, we had the honour to place before His Excellency the Governor the following conclusions at which we had arrived regarding the best means of improving railway communication with the northern parts of the Island, viz. :—

(1) That of the several routes proposed for a railway to Jaffna, the line *viâ* Polgahawela, Kurunégala, and Anurádhapura would best serve the general interests of the northern districts and secure the largest traffic.

(2) That the construction of a railway from Polgahawela to Kurunégala should be undertaken without delay.

(3) That a survey of the whole line to Jaffna should be made immediately.

(4) That accurate records of traffic should be kept both at the Custom Houses of Jaffna and on the roads between Jaffna and Kurunégala and Jaffna and Mátalé, and be forwarded monthly for the information of Government.

2. Since agreeing to our interim report we have received from our colleague, Mr. H. Bois, a letter, dated December 5, copy of which is hereto annexed, in which that gentleman expresses his views on the questions submitted to us, and it will be seen that they are almost identical with those formally adopted by us after Mr. Bois had left the Island.

3. We now give briefly our reasons for the above conclusions; and in so doing, it seems convenient to deal first with the one which stands second in order.

4. The railway returns of the Polgahawela station show that during 1890 6,939 tons of goods were received and 14,156 tons forwarded, or a total of 21,095 tons dealt with. Of this tonnage the Assistant Government Agent, Kégalla, claims 2,790 tons as the Kégalla traffic, which would not come over the proposed extension; but we are of opinion that the development of traffic on the Kurunégala side, which would assuredly take place as soon as the railway is opened, would fully amount to this quantity, and we have therefore entered 21,095 tons as available for the section between Polgahawela and Kurunégala. Annex. A 5 See 83, page 92.

So, with regard to the passenger traffic, the Polgahawela station returns show that 39,803 passengers were booked from, and 36,256 to, that station during 1890, making a total of 76,056, of which the Assistant Government Agent, Kégalla, claims one-tenth, leaving 68,450 passengers, who would be at once available for the railway; but as it is universally admitted that the opening of a railway largely developes passenger traffic, we have no hesitation in saying that, with a suitable train service, this one-tenth will be more than made good during the first year of working. We have therefore credited the section with the full number, 76,056, and retained the classification shown for the existing traffic. Annex. A 2 & 3. See 83, page 92

For parcels, horses, carriages, and other miscellaneous traffic we have assumed that the whole of the traffic now dealt with at Polgahawela station will be carried on to Kurunégala. An allowance has been made for mails and saving on upkeep of roads, making the total amount to be credited to this section Rs. 65,149·34. Annex. A 4.

The working expenses for this section furnished by the General Manager of the Railways are set out in detail in statement A 1. They amount to Rs. 47,022·40, and the result shows a profit of Rs. 18,126·94.

It may be of interest to note that as early as 1877 (*see* Council Debates, December 12, 1877), without any reference to railway extension northwards, the Government admitted that a line from Polgahawela to Kurunégala ought soon to be constructed, the Colonial Secretary stating that it would prove not only a very great benefit to the natives, but an admirable investment from a financial point of view. He further promised that the Government would not lose sight of the question. In opening the next Session of the Legislative Council in 1878 His Excellency the Governor (Sir James Longden) spoke as follows :—

> Of the other extensions, the line from Polgahawela to Kurunégala has the first claim to consideration, both from the populousness and present trade of the district. There is every reason to believe that a branch line to Kurunégala will be both a financial success and will aid materially in the development of the industries of the North-Western Province, and I propose to cause a survey to be made with the view of submitting to the consideration of the Council, if the Secretary of State should approve of it, the expediency of proceeding with this work after the railway to Kalutara is completed and opened for traffic.

5. Having arrived at the conclusion that this extension should be carried out, we were led to the unanimous decision that the railway to Jaffna when undertaken ought to be extended from Kurunégala, and not from Mátalé.

In order to succeed financially, it is essential that a railway to Jaffna should secure a share of the sea-borne traffic in addition to the present cart traffic, which it may be assumed would be transferred to the railway. To attain this end the line must be the best possible for cheap and speedy communication between Jaffna, Colombo, and Galle. The route recommended by us

answers these requirements, for while the traffic to Colombo and the low-country *viâ* Kurunégala would not be lifted higher than 450 ft., the same traffic if conveyed *viâ* Mátalé would be raised over 1,700 ft., merely to be brought down again to sea-level; and moreover the distance from Jaffna to Colombo (236 miles) by the proposed Kurunégala route is 38 miles shorter than by Mátalé (274 miles). We have not failed to bear in mind that the distance from Jaffna to Pérádeniya by Kurunégala is 12 miles longer than by Mátalé, but the bulk of the traffic would be for Colombo, and any goods destined for Kandy or the Nánu-oya section, though they would be carried a somewhat longer distance, would not be lifted any additional or unnecessary height in order to reach their destination.

6. This route also offers the most favourable conditions for constructing a cheap line of railway, passing, as it does, through the most level part of the country intervening between Elephant Pass and the existing railway system, and crossing the higher reaches of the rivers where the least amount of bridging is required. It passes, too, through a more populous part of the country, and will materially assist in developing the resources of the Puttalam District.

7. Our third conclusion, that a survey of the whole line to Jaffna should be undertaken without delay, is one to which we attach very much importance. Without a survey it is impossible to decide on the class of railway to be adopted, or to make any reliable estimate of the cost. The Government has ordered that records of traffic should be kept, but when obtained they will be of little value alone; for though we shall then be able to fairly estimate the probable traffic, we shall still be unable to give any opinion either as to the cost of construction or the profits likely to accrue, until we are in possession of accurate plans. We feel therefore that we cannot too strongly urge on Government the absolute necessity for ordering this survey to be at once undertaken by competent Railway Surveyors, and that every endeavour, consistent with careful work, should be made to have the survey completed and the plans prepared by the time the tallies of traffic now being taken are ready for consideration. The services of a large staff of competent Railway Surveyors are said to be available, and Mr. Waring, the Chief Resident Engineer of the Haputalé Railway, who has undertaken previous railway surveys in Ceylon, has intimated his willingness to enter upon the duty if the Government should desire it.

8. It is needless to dwell upon our recommendation that careful records of traffic should be kept, as His Excellency the Governor has already given effect to it.

9. Since our interim report was forwarded we have met several times, and have examined many important witnesses. We have also had the advantage of again conferring with the Chairman and some members of the Jaffna Committee (whose indefatigable zeal in the interest of the people of the Northern Province is deserving of the highest commendation), and of reconsidering many of the points on which they were able to give us additional information. Although this additional information is of considerable value, yet we think it advisable not to say more at present than to reiterate the hope that the returns of traffic to and from Jaffna both by land and by sea may be carefully kept, in order to enable us to pass our final judgment on the conflicting opinions and estimates of the amount to be expected placed before us orally by official and unofficial witnesses.

10. We desire to call attention to the evidence of the professional witnesses and to the estimates submitted by them, and to point out that Mr. Price-Williams, Mr. Waring, Mr. Oliver, Mr. Pearce, and Mr. Cantrell are all strongly in favour of the existing gauge, whilst Mr. MacBride, Mr. Grinlinton, and Mr. Waddell generally advocate a narrower gauge, and have submitted papers in support of their views. All these gentlemen, however, agree that under certain favourable conditions a line could be built between Kurunégala and Jaffna for less than Rs. 40,000 a mile, excluding rolling stock, and the estimates for rolling stock vary from Rs. 1,760 to Rs. 6,000 a mile.

See pages 15 to 21 and 103 to 122.

Annex. B.

11. The lowest estimate for constructing the line on the broad gauge is that of Mr. Pearce, at Rs. 38,800 a mile, and Mr. Waddell's estimate for a line on the 3 ft. gauge is Rs. 31,827, showing a difference of only Rs. 6,973 a mile in favour of the narrow gauge; but whilst writing this report we have received a memorandum written by Mr. H. J. Turner, in which it is stated on the authority of Sir Bradford Leslie that a steam tramway, such as would possibly suit this country, can be constructed for between Rs. 26,000 and Rs. 30,000 a mile.

See 116A, page 109

12. The estimates for rolling stock differ very considerably, chiefly in the number of engines and vehicles deemed to be necessary. This number can only be fixed after the quantity of traffic to be conveyed and the points between which it is to be conveyed have been definitely ascertained.

13. The estimates of Messrs. Pearce (Rs. 38,800) and Cantrell (Rs. 39,793) are based on the actual cost of the Bentota line, and that line having been constructed for less than Rs. 60,000 a mile, notwithstanding the heavy cost of land (Rs. 8,784 a mile), stations and buildings (Rs. 8,291 per mile), and fencing (Rs. 1,822 per mile), we see no reason why the economies anticipated by these officers should not be realised.

After hearing all the professional evidence available as to the cost of construction, and examining the estimates, we are of opinion that if, after consideration of the surveys, it is found that the present gauge can be continued beyond Kurunégala at a cost of about Rs. 45,000 a mile, including rolling stock, that gauge should be adopted. If, on the other hand, the cost should be found to be above that sum and a metre or even narrower gauge can be constructed for the sum of Rs. 35,000 a mile, then we think it is worth consideration whether the cheapness of construction of a narrow gauge railway, and consequent saving in prime cost, would not more than counterbalance the undoubted disadvantages of break of gauge.

14. All the estimates given for the construction of a railway have been based on the hypothesis of the line selected presenting the most favourable conditions. It must however be borne in mind that the Engineers examined are unanimous in saying that it is quite impossible to state whether these conditions exist, or not, without a survey such as that recommended by us.

15. We think it right to record our opinion that the period hitherto allowed for the repayment of railway loans is too short, and especially so in the case of a line like the proposed railway to Jaffna.

The railways hitherto constructed in the Colony have all tapped districts more or less developed; but a line to Jaffna, although it would connect a large terminal population with Colombo, passes for the most part through an undeveloped country, and it is neither reasonable nor just to burden the present generation with the whole cost of a work which in course of time will open up that large tract of country, conferring incalculable benefits on future generations.

16. We would invite special attention to the evidence of Mr. Price-Williams, who impressed on the Commission that no Colony should undertake to repay money borrowed for railway purposes in less than fifty years, and explained that under a system of fixed annual payments for that period it would be quite possible to borrow Rs. 10,000,000, repayable by a fixed annual payment of Rs. 380,000 in fifty years, at the end of which time the Colony would possess its railway free. See 472 to 475, page 18.

17. We are of opinion that if the construction of a line from Kurunégala to Jaffna, costing Rs. 10,000,000, including cost of surveys and all charges to date of completion, were decided on, it would be well to borrow this sum in the manner suggested by Mr. Price-Williams; and in view of the satisfactory state of the Railway revenue it should be quite possible to devote a sum annually to the repayment of this loan, especially if reasonable grounds exist for believing that a portion of the annual payment may in a few years be recovered from the profits of the Jaffna line itself.

18. We annex copies of the evidence taken before the Commission, and of those papers which appear to us to be of special interest.

F. R. SAUNDERS.
G. S. WILLIAMS.
P. RÁMANÁTHAN.
THOS. NORTH CHRISTIE.
WM. BOWDEN SMITH.

Colombo, February 16, 1891.

The endorsation in this report of the recommendations made in the first report is in my case qualified as it was in that original report.

THOS. NORTH CHRISTIE.

Letter from H. BOIS, Esq., to the CHAIRMAN, Northern Railway Commission.

ss. Natal, December 5, 1890.
(Posted at Aden.)

DEAR SIR,—WITH reference to the conversation that I had with you the day before my departure from Colombo, I understand that it is the intention of the Commission to send in an interim report to Government, and I think it may be convenient to you to have a short expression of my views, in order that you may know how far I am in agreement with the other members of the Commission in any recommendation they may have to make.

It appears to me that the primary object of the Commission was to ascertain whether a *prima facie* case could be made out for the survey of a railway line to the Northern Province, the actual construction of the railway thereafter depending, not only upon the amount of traffic available, but also upon the cost of the work, as to which no reliable data have so far been before the Commission.

The members of the Commission are, I think, all agreed that the figures furnished by the Jaffna Railway Committee and other advocates of the railway to Jaffna, if not altogether unreliable, are at all events so greatly exaggerated as to afford no safe basis on which to estimate the traffic that would be available to a railway if one were constructed. On the other hand, the records of the cart traffic and even the Customs returns obtained from independent sources are confessedly so imperfect that, although they have in a measure enabled us to test the accuracy of the figures to which I have referred, they cannot be considered as determining conclusively the amount of the existing traffic by road, or more than approximatively the exports from and imports into the several ports in the Jaffna peninsula.

If the result of our inquiries as to the traffic were only to be taken into account, I should not consider that a *prima facie* case for a survey had been made out; but giving due weight to other considerations—the development of the North-Central and Northern Provinces, the assistance that a railway would afford to irrigation works, the relief of the Wanni, and the importance of such a survey to the question of railway policy generally—I am disposed to concur with the Commission if they decide to recommend the Government to sanction a survey at a cost not exceeding Rs 100,000.

The survey in question should, I think, embody such data as would enable engineers to estimate the cost of constructing a railway on the existing Ceylon gauge, and also on a narrower gauge as recommended by Mr. MacBride.

As regards the route to be taken, I consider that it should be from Polgahawela, and not from Mátalé. There is something to be said for the latter route, but the aggregate advantages attaching to the Polgahawela-Kurunégala route exceed, in my opinion, those possessed by the line from Mátalé. In both cases the line would run from sea level to the same summit level, and the easier gradients on the Mátalé line do not compensate for other advantages attaching to the alternative route from Polgahawela.

The line, after leaving Kurunégala, should, I think, keep to the west of Kaláwewa, and not touch Dambulla as recommended by the Kurunégala Railway Committee.

In considering the traffic returns between Polgahawela and Kurunégala, it appears to me that a very fair case has been made out for the immediate construction of the line of railway between these two places, assuming that the cost of construction would not exceed Rs. 500,000, or about that sum. I think that such a line would at once pay something more than working expenses, and I should be disposed to agree with the Commission in recommending that Government should undertake this work pending further inquiry as to the larger works of which it would form an instalment.

I consider it to be of the utmost importance that accurate records extending over a full year should be kept of both goods and passenger traffic to and from the Jaffna peninsula and intermediate stations by road and sea, in order that the Commission may hereafter have reliable data to guide them in considering the question of traffic in connection with a survey and estimate of cost of the proposed line.

I have, &c.,
HENRY BOIS

Annexure A.

A 1.—Estimate of Earnings and Working Expenses of a Railway from Polgahawela to Kurunégala.

Receipts.						Expenses.	
	Tons.	Class.	Rate. Rs. c.	Amount. Rs. c.	Total. Rs. c.		Rs. c.
Goods ...	535	I.	3 10	1,658 50		Maintenance and other fixed charges—	
	8,759	II.	2 5	17,955 95		12 miles at Rs. 2,064·25 per mile ...	24,772 0
	8,010	III.	1 5	8,410 50		Running expenses for two trains each way per day—	
	3,791	Special	1 50	5,686 50	33,711 45	17,520 Train miles at Rs. 1·27 ...	22,250 40
	21,095						
	No.						
Passengers ...	184	I. Single	0 96	176 64		Total Working Expenses.	47,022 40
	1,021	II. Single	0 64	653 44			
	55,849	III. Single	0 32	17,871 68			
	1,610	Coolies	0 13	209 30			
	151	I Return	1 44	217 34			
	1,008	II. Return	0 96	967 68			
	7,537	III. Return	0 48	3,617 76	23,713 84		
	76,056	(Return doubled)					
Other Coaching	9,877	Parcels	0 15	1,481 55			
	100	Horses	1 50	150 0			
	26	Carriages	2 25	58 50			
	136	Dogs	0 25	34 0			
	—	Mails	—	1,200 0	2,924 5		
		Savings on upkeep of Roads...			4,800 0	Profit on Working ...	18,126 94
					65,149 34		65,149 34

* Running charges are based on 1889's figures.

J. C. FARQUHARSON,
Railway Accountant.

W. T. PEARCE,
General Manager.

A 2.—Statement of Passengers Booked at Polgahawela Station during 1890.

Month.	Single.			Return.			Coolies.	Total (Return doubled).
	1st Class.	2nd Class.	3rd Class.	1st Class	2nd Class.	3rd Class.		
January ...	6	61	2,065	4	40	267½	56	2,811
February ...	9	37	1,914	4	42	215	34	2,516
March ...	4	47	2,072	5	53	329	25	2,922
April ...	3	50	2,657	4	42½	372	358	3,905
May ...	9	49	2,244	8	61½	418½	13	3,291
June ...	12	29	2,345	2	83½	388	83	3,316
July ...	3	39	2,415	5	41½	350	60	3,310
August ...	10	37	2,442	5	37½	325½	24	3,249
September ...	3	39	2,630	5	36	321½	46	3,443
October ...	9	44	2,654	7	31½	312½	47	3,456
November ...	8	36	2,599	4	44	378	—	3,495
December ...	13	64	2,914	7	57	448½	73	4,089
Total ...	89	532	28,951	60	520	4,126	819	39,803

J. C. FARQUHARSON,
Railway Accountant.

W. T. PEARCE,
General Manager.

A 3.—Statement of Passengers Booked to Polgahawela during 1890.

Month.	Single.			Return.			Coolies.	Total (Returns doubled).
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.		
January ...	6	35	2,061½	12	35½	190	—	2,577½
February ...	7	34	1,767½	7	25	194	—	2,260½
March ...	3	50	1,830½	4	24½	174	—	2,288½
April ...	7	36½	2,062½	4	37½	232½	—	2,654
May ...	6	21½	2,327	4	22	235½	—	2,877½
June ...	7	13½	2,210	6	37	230	—	2,776½
July ...	6	33	2,460½	7	40	228	—	3,049½
August ...	4	32½	2,318½	5	34½	226½	—	2,887
September ...	4	26½	2,353	6	30	252	—	2,959½
October ...	5½	34½	2,354½	3	41	402	—	3,286½
November ...	4	16½	2,410	15	23	391	—	3,288½
December ...	3½	51½	2,319½	10	44	401	—	3,284½
Total ...	63	385	26,475	83	394	3,156½	—	34,190
Blank Card Tickets	29	91	180	8	93	235	—	973
Book Tickets ...	3	13	243	—	1	19	—	299
Coolies ...	—	—	—	—	—	—	791	791
Grand Total ...	95	489	26,898	91	488	3,411	791	36,253

J. C. FARQUHARSON,
Railway Accountant.

W. T. PEARCE,
General Manager.

A 4.—Statement of Parcels, Horses, Carriages, and Dogs forwarded from and received at Polgahawela during 1890.

Month.	Parcels and Luggage.		Horses		Carriages.		Dogs.	
	Forwarded.	Received.	Forwarded	Received.	Forwarded.	Received	Forwarded.	Received
	No	No.	No	No.	No.	No	No.	No
January ...	364	396	1	7	—	2	5	7
February ...	344	318	1	2	1	2	5	5
March ...	356	354	1	5	—	2	1	4
April ...	509	385	10	4	2	—	4	7
May ...	393	412	2	5	—	1	4	11
June ...	278	358	—	4	—	2	4	2
July ...	337	370	2	8	—	2	6	8
August ...	369	357	6	2	2	—	9	5
September ...	358	448	2	6	3	—	10	5
October ...	568	520	5	3	2	2	5	7
November ...	414	548	—	1	—		3	6
December ...	515	606	11	12	2	1	2	11
Total ...	4,805	5,072	41	59	12	14	58	78

J. C. FARQUHARSON,
Railway Accountant.

W. T. PEARCE,
General Manager

A 5.—Statement of Goods forwarded from and received at Polgahawela during 1890.

Description.	Forwarded. Tons.	cwt.	qr.	lb.	Received. Tons.	cwt.	qr.	lb.
First class goods	31	18	0	22	503	9	2	14
Rice	91	1	0	24	3,459	14	2	3
Tea	21	10	0	22	3	14	3	13
Tea leaf	153	8	1	26		—		
Arrack	0	14	3	3	223	15	1	12
Salt	330	17	2	12	1	7	3	0
Cinnamon	0	4	1	13		—		
Cacao	78	13	0	6		—		
Cardamoms	2	8	0	10		—		
Tobacco	30	14	1	10	57	8	0	24
Beer at second class rate ...		—			1	7	2	6
Tea lead and shooks at second class rate	10	6	1	17	24	3	3	16
Manure at second class rate ...	3	18	0	17	3	19	3	0
Plumbago do. ...	5	8	3	25		—		
Other second class goods ...	2,633	9	1	14	1,620	5	2	15
Cotton	18	6	3	25	0	4	0	0
Coffee	65	4	2	21	3	7	3	7
Cocoanuts	890	14	3	18	2	3	3	18
Cocoanut oil	844	17	1	6	0	13	2	9
Copperah	494	12	2	2	1	12	0	26
Poonac	324	0	3	8	473	7	2	15
Staves at special rate ...		—			352	1	0	25
Timber do.	153	10	3	21	0	12	1	0
Timber at 10 cents rate ...	163	8	2	18		—		
Rails	1	17	2	0		—		
Tea lead and shooks at third class rate	13	18	2	3	4	18	0	0
Manure at third class rate ...	2	5	2	0	33	2	2	6
Plumbago do. ...	7,776	15	2	16		—		
Other third class goods ...	11	4	0	0	167	16	1	22
Total ...	14,155	11	0	23	6,939	6	3	7
Railway Material ...	10	8	2	0	60	2	1	14
Grand Total ...	14,165	19	2	23	6,999	9	0	21

J. C. FARQUHARSON,
Railway Accountant.

W. T. PEARCE,
General Manager.

Annexure B.

Comparative Statement of Estimates of Cost of Constructing a Railway, compiled from Evidence given before the Commissioners.

Classification of Expenditure.	Broad Gauge.						Narrow Gauge.				
	Bentota Railway, 10 Miles 70 Chains. Gauge 5 ft. 6 in.		Mr Pearce. Estimate for Line on 5 ft. 6 in. Gauge based on actual cost of Bentota Line. (See 107, page 106.)	Mr. Cantrell Estimate for Line on 5 ft. 6 in. Gauge. 50 lb. Rails. based on actual cost of Bentota Line. (See 112. page 107.)	Mr. Waring. Estimate for Line on 5 ft. 6 in. Gauge. (See 104. page 104.)	Mr. Oliver. Estimate for Line on 5 ft. 6 in. Gauge. 50 lb. Rails. (See 105. page 105.)	Mr. Waddell. Estimate for Line on 3 ft. Gauge, 45 lb. Rails (See 119. page 116.)	Mr. Pearce. Estimate for Tramway on 3 ft. Gauge on existing Roads. (See 556. page 20.)	Mr. Macbride. C.M.G. Estimate for Line on 3 ft. Gauge on existing Roads. (See 598. page 21.)	The Hon. J. J. Grinlinton. Estimate for Tramway on 27 in. Gauge. (See 520, page 19.)	Taken from Mr. Turner's pamphlet forwarded by the Hon. J. J. Grinlinton. (See 116, page 109.)
	Total Cost, as given by the General Manager of Railways. I.	Cost per Mile. II.	III.	IV.	V	VI.	VII.	VIII.	IX.	X.	
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Cuttings	26,331 41	2,421 28	2,500 0	3,124 0	3,500 0	3,000 0	5,500 0	Including Stations, &c., but details not furnished to the Commission.	Including Stations, Rolling Stock, &c., but details not furnished to the Commission.	Including Stations, Rolling Stock, &c., but details not furnished to the Commission.	12,500 0
Embankments ...	8,037 72	739 10	800 0								
Bridges	52,278 14	4,807 19	5,000 0	4,233 0	4,000 0	4,000 0	2,000 0				
Culverts	20,767 11	1,909 62	1,500 0	2,000 0	1,000 0	1,200 0	750 0				
Fencing	19,820 70	1,822 59	—	211 0	—	—	60 0				—
Stations and Buildings ...	90,161 47	8,290 71	2,000 0	1,000 0	1,000 0	1,200 0	450 0				400 0
Terminal Works ...	—	—	—	—	—	—	1,000 0				—
Road Diversions and Retaining Walls	7,003 15	643 97	—	100 0	—	—					—
Signals and Level Crossings...	3,402 87	312 90	100 0	200 0	100 0	150 0	200 0				—
Station Approach Roads ...	2,631 19	241 95	—	120 0	—	—	—				—
Permanent Way ...	257,459 65	23,674 45	22,000 0	21,750 0	23,400 0	23,500 0	17,274 0				7,146 0
Land and Compensation ...	95,527 83	8,784 17	1,000 0	500 0	400 0	300 0	200 0				—
Clearing Land ...	2,781 96	255 81	200 0	400 0	—	—	—				—
Electric Telegraph ...	6,307 4	579 96	600 0	750 0	300 0	500 0	500 0				—
Furniture and Fittings ...	8,892 72	817 72	100 0	100 0	—	—	—				—
Transport	—	—	—	2,305 46	—	—	—				—
Engineering and Administration	42,670 74	3,923 75	3,000 0	3,000 0	2,000 0	1,800 0	1,000 0				2,294 0
Contingencies ...	—	—	—	—	3,570 0	3,565 0	2,893 0				1,147 0
Total Cost of constructing One Mile	644,073 70	59,225 17	38,800 0	39,793 46	39,270 0	39,215 0	31,827 0	34,000 0	—	—	23,487 0
Rolling Stock ...	No rolling	stock	5,000 0	2,500 0	*1,760 0	*2,200 0	*4,103 0	6,000 0	—	—	2,500 0
Total Cost per Mile ...	—	—	43,800 0	42,293 46	41,030 0	41,415 0	35,930 0	40,000 0	30,000 0	35,000 0	25,987 0
Cost for 189 Miles ...	—	—	8,278,200 0	7,993,463 94	7,754,670 0	7,827,435 0	6,790,770 0	7,560,000 0	5,670,000 0	6,615,000 0	4,911,543 0

* Rolling Stock in Columns V., VI., and VII. includes 10 per cent. contingencies.

Cost of survey has not been included in any of these estimates.

APPENDIX.

PROCEEDINGS AND MINUTES OF EVIDENCE.

Council Chamber, April 22, 1890.

Present:—The Hon. W. H. Ravenscroft, C.M.G.; the Hon. G. S. Williams; W. Bowden Smith, Esq.; H. Bois, Esq.

1 Decided on certain points for future discussion, and drew up list of certain questions and drafts of letters to the Government Agents of the Northern, North-Western, North-Central, and Central Provinces, and to the Director of Public Works (see Nos. 4, 9, 11, pages 24, 28, 30).

May 22, 1890.

Present:—The Hon. G. S. Williams; the Hon. T. N. Christie; W. Bowden Smith, Esq.; H. Bois, Esq.

2 Resolved to write to the Government Agents requesting them to establish posts of observation for the registration of cart traffic along the North road, the number of passengers to be counted, and the weights or quantities carried in each cart ascertained as far as possible.

3 To ask Government Agent, North-Western Province, to ascertain the weights carried in the carts. Form to be enclosed.

4 Points of observation recommended along the North road:—Elephant Pass, Vavuniya Vilánkulam, Maḍawachchi, Anurádhapura, and Dambulla.

5 In North-Western Province:—Balala, and a convenient point between Polgahawela and Kurunégala.

6 Heads of columns in forms.

1.—*For Goods and Passengers Cart Traffic.*
Date ——
Registered number of cart ——
Where from ——
Destination ——
Weight or quantity in cart and description of goods ——
Number of passengers——

7 2.—*For Foot Passengers.*
Adult passengers ——
Nationality ——
Sex ——
Where from ——
Where to ——

8 As regards 2, to ask Government Agents to give such instructions to the observer as may best guard against the record being misleading, the object being to obtain a record of *bonâ fide* travellers, and not of inhabitants of neighbouring villages merely passing from one to another.

August 18, 1890.

Present:—The Hon. F. R. Saunders, C.M.G.; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

9 Read Commission.

10 Read Proceedings of all Meetings to date.

11 Read all letters written and all replies received, and discussed the same.

12 Resolved that the General Manager, Ceylon Government Railways, be asked whether, admitting the correctness of the figures relating to goods and passenger traffic and other items shown in paragraph 16 of the memorial addressed to Sir Arthur Gordon by a Committee appointed at a Public Meeting held on August 5, 1889 (Sessional Paper XXXII., 1889), he is prepared to confirm as correct the estimate given in that paragraph. And if he has any amendments to make, to request that he will be good enough to state them in detail (see 14 and 15, page 31).

13 Resolved that the Committee must necessarily hold some of its sittings in Jaffna, and that the first sitting at that place be held as early as possible in September.

14 Resolved that notification of the above be given:—
(1) To all Members of this Commission.
(2) To the Government Agent, Northern Province.
(3) To the Chairman of the Jaffna Railway Committee.

15 Resolved that the Director of Public Works be asked to furnish the Commission with any returns of traffic along the North road which may have been kept during the past two years (see 14 and 16, pages 31 and 32).

16 Resolved that the Government Agent, Northern Province, be requested to name some day this week when it would be convenient to him to appear and give evidence before the Commission at the Legislative Council Chamber, Colombo.

August 25, 1890.

Present:—The Hon. F. R. Saunders, C.M.G.; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; H. Bois, Esq.; W. Bowden Smith, Esq.

17 Mr. TWYNAM, examined, states:—There are about 1,750 licensed carts in the peninsula. I estimate that about ten carts leave the peninsula every day for Mátalé and intermediate places, carrying each about a ton of goods. The same number of carts, little less loaded, may be put down for the journey from Mátalé to Jaffna. Twenty tons per day would give about 7,000 tons a year. Since the last estimate was made, cotton has begun to be grown, and much produce may be expected. It would then considerably increase the goods traffic.

18 The traffic estimated by the Jaffna Committee includes the traffic booked at the Customs for Mannár, Mullaittivu, Trincomalee, and Batticaloa, and they have not made due allowance for the present state of improved communication by sea between the peninsula and the other parts of the Island. These are the two reasons I have for crediting the railway with about one-third of the traffic found by the Jaffna Committee.

19 Of course I do not say that one-third and no more would be available to the railway. It might be one-third as I view it, or half as the Colombo memorialists view it. In my report to the Select Committee of the Legislative Council I have credited the railway with about one million worth of goods and passenger traffic instead of Rs. 785,000 as the Jaffna Committee declare. The General Manager estimates the tonnage included therein at about 26,000 tons. The tonnage included in one million rupees would therefore be about 33,000 tons. I say that one-third of this, or 11,000 tons, would be available to the railway at present, leaving out of consideration the traffic from cotton produce.

20 *Mr. Rámanáthan.*—So we have been differing about nothing?

Mr. Twynam.—Indeed about nothing!

21 If the main line from Polgahawela to Jaffna were made with a branch line from Vavuniya-Vilánkulam to Mannár and Pésálai, I believe the railway would pay very well. *Viá* Mannár there would be a large passenger traffic between India and Ceylon, and some light goods traffic. I would allow 200 through passengers a day both ways between Jaffna and Mátalé. Considering that 6,000 tickets are sold a day at the existing stations of the present lines of railway, 900 tickets per day at 50 cents each may be reasonably allowed as local passenger traffic for the stations of the proposed Northern extension. There is nothing extravagent in the estimate in this respect as shown in paragraph 12 of the Colombo memorial.

22 There would not be much reduction under the head of immigrant service, I think.

23 The best route appears to me to be from Polgahawela to Kurunégala and Anurádhapura direct to Jaffna. A branch line may be made from Anurádhapura to Trincomalee. This branch line would cut off much of the present sea-borne traffic between Jaffna and Trincomalee. The returns called for by the Commission ought not to

be taken merely for the next five months, because there is very little traffic on the North road during the north-east monsoon. They should be taken for twelve months.

24 Resolved that the Government be requested to lend the services of Mr. J. C. Farquharson, of the Ceylon Government Railways, as Secretary of the Commission (annexures 2 and 3, page 23).

Meeting is adjourned for Friday next, the 29th instant, at 12 noon.

September 6, 1890.

The Chairman, the Hon. F. R. Saunders, C.M.G., and the Members of the Commission left Colombo by the ss. Lady Gordon at 4.15 P.M. on Saturday, September 6.

25 The steamer delayed half an hour at Paumben to enable Messrs. Christie and Rámanáthan to visit one of the cooly transport schooners; then proceeded to Kankésanturai, where the vessel arrived at 2.30 A.M. on the 8th. Owing to squall the surf was high, and the boats would not come out until after 10 A.M. The Commission then landed in the captain's gig and were met on shore by the Rev. Father Lytton. The Commission drove at once to Queen's House, Fort, Jaffna.

26 Notice had been given that the Commissioners would sit at noon, and be prepared to receive evidence, but the Rev. Father Lytton, with several Members of the Jaffna Railway Committee, called and requested the postponement of the first sitting until the following day.

27 Agreed to have the first sitting in Jaffna at 8 A.M. on Tuesday, September 9, at the Queen's House. The Committee to be prepared with information as under :—

1.—Statement (and corroborative evidence) showing the whole of the traffic into and out of Jaffna.

2.—Statement (and corroborative evidence) of traffic between Jaffna and districts affected by the railway.

3.—Statement (and corroborative evidence) showing what proportion of traffic mentioned in (2) will go by railway.

M. Thampapillai, Mudaliyár, Maniagar of Jaffna, announced himself as official interpreter to the Commission.

In the evening "amended returns of traffic" (annexures 47 and 48, pages 48 to 51) were received from the Jaffna Committee.

Jaffna, Tuesday, September 9, 1890.

The Commission sat at 8 A.M. to meet the Jaffna Committee.

Present :—The Hon. the Chairman and all the Members.

Mr. Twynam, the Government Agent, Northern Province, was present on the invitation of the Commission.

The following Members of the Jaffna Railway Committee attended :—

The Rev. Father Lytton (Chairman).
Mr. Advocate Nagalingam.
Mr. Advocate Allegaikon.
Mr. Advocate Canagasabai.
Mr. Proctor F. M. Tampoo.
Mr. Proctor J Changara Pillai.
Mr. B Santiago Pillai.
Mr. Proctor Cassippillai.
Mr. Proctor Strantenberg (Secretary).
Mr. A. Toussaint.
Mr. A. Mailvakanam.
Mr. Manuel Pillai.
Mr M. M. Megodien.

28 The Chairman of the Commission thanked the Local Committee for the printed copies of amended estimates of traffic and other printed matter forwarded to the Commission, and informed the Local Committee that the Commission would remain in Jaffna until Thursday noon, and would sit from 8 until 10 and from 12 until 5 on each day to receive evidence.

29 The Local Committee were asked to state the nature of the evidence likely to be brought forward to prove statements in the amended returns handed in the previous evening (annexures 47 and 48).

30 The Chairman also informed the Local Committee that the principal information required would be about tobacco, grain, and passengers.

31 The Commission agreed to three Members of the Local Committee being present at all the meetings, to examine the witnesses with the view of proving the figures given in the amended estimates.

32 The Local Committee elected the Rev. Father Lytton (Chairman), Mr. Proctor Nagalingam, and Mr. C. Strantenberg (Secretary) to represent the Committee at the sittings of the Commission.

33 In the course of a general conversation it was stated by the Rev. Father Lytton, that the amended statement includes only the sea traffic to Colombo and Galle and the general land traffic to the south—that one cart carries 40 bushels of paddy—that one cart carries 20 to 25 bales of tobacco—that during the day 50 or more bales of tobacco would be weighed and the result communicated to the Commission (annexure 60, page 69).

34 *Mr. Tocke* arrived at about 9.45, and in answer to *Mr. Santiago* stated :—I have been Forester, Northern Province, for three and a half years. I know the forests near the Central road. If a railway is opened along this road, it is likely to open up large tracts of forests, the timber of which cannot now be used owing to difficulties of transport. In 1878–79 600 tons of ebony were conveyed from Vavuniya to Colombo and sold there at Rs. 180 per ton. The wood was carted to Vankalai (45 miles) and then shipped to Colombo.

35 [The Government Agent, Northern Province, here stated that a detailed account of the whole transaction would be found in his Administration Reports for 1878–79.

36 *By the Hon. Mr. Christie.*—If the railway were built to Jaffna, I think Jaffna would become the shipping port, and the cost of cartage would be reduced.

37 The Government rate for palai is Re 1·12 first class, 87½ cents second, and 75 cents third class.

38 The cost of bringing the wood to Jaffna from a radius of 17 miles from the Elephant Pass is 66 cents a cubic foot. All timber other than ebony is brought to Jaffna for sale. Timber is not brought from beyond a radius of 17 miles, because the cost of transport would be too great ; 66 cents covers both the cost of felling and transport.

39 *By the Chairman.*—I think Re. 1 might cover the cost of transport from any part of the Province.

40 *By Mr. Santiago.*—The probable belt of forest to be tapped is 550 square miles. this is between Murikand (27 miles) to 5 miles south of Vavuniya ; the belt is 8 miles each side of the proposed line of railway. (Subsequently said 10.) [Mr. Tocke stated he would send in a sketch showing the area referred to.] There is an unlimited supply of timber which could be utilised. I cannot say what the cost would be to bring in this timber with the present appliances ; I doubt if it could be done for Re. 1 per cubic foot.

41 *By Mr. Williams.*—The average cost of transport through the forest is 20 cents per log per mile : a log contains about 20 cubic feet.

42 *By Mr. Santiago.*—Some of the timber deteriorates by not being cut at a proper age. Within the radius before mentioned there are large areas of pasture ground. There is no good pasture ground within the peninsula.

43 *By Mr. Rámanáthan.*—The cost of felling is about Re. 1·73 per log—this includes roughly squaring.

44 The Meeting adjourned at 10.50 A.M.

The Commission re-assembled at 12.45. The Chairman and all the Members were present, also the Rev. Father Lytton and Messrs. Strantenberg and Advocate Nagalingam, representing the Jaffna Local Committee.

Mr. S. K. LAWTON, Agent ss. Lady Gordon, examined.

45 *By Mr. Christie.*—I have been agent for six months only. The traffic is more than the Company expected. Tobacco is shipped by the bale—the rate to Colombo is 62½ cents ; to Galle Re. 1·25. A bale weighs about 1 cwt. I do not know if Mr. O'Brien's statement as to disappointment of owners is correct. We have no competition between April and October. From October to March the competition is severe. We had 30 to 40 passengers each trip between Colombo and Jaffna during the last six months—I mean Jaffna to Colombo.

46 [The witness will hand in a statement of all up and down traffic by the ss. Lady Gordon during the last six months (annexures 51 to 54).]

47 *By Mr. Rámanáthan.*—Chilly bundles weigh 1½ to 2 cwt. ; cloth, 2½ to 5 cwt. each ; dry fish, ¾ cwt. ; hides, 2 cwt. ; horns, ½ to 1 cwt. ; jaggery baskets, ¾ cwt. ; cigars, 4 cwt. ; bag paddy, 1 cwt. [The witness stated he would send a list of correct weights—will be ready to-morrow morning (see 52, page 64).] Arecanut bags about 1½ cwt. ; gray shirting bales, 3 or 4 cwt. Government stores—ironware, cement, stationery, stores, cement, 3½ cwt.—are for Public Works Department and Hospitals. Merchandise in the return means oilmanstores and other shop goods.

48 Natives do not like going by sea. Would pay a higher rate by rail. The steamer charge is Rs. 4 ; dhonies charge Re. 1 to Rs. 2. Yes, I think they would pay Rs. 7·50 to go by rail to Mátalé. I have only been to Colombo once owing to difficulty of transport. I should like to go two or three times a year.

49 *By Chairman.*—The charge by coach is Rs. 10 for every class of natives. Lift in a cart can be had for

Rs. 8 or Rs. 9: this is when three or four are travelling together.

JOSEPH CHERUBIM, Assistant to Agent, British India Steam Navigation Company, examined.

50 *By the Chairman.*—We have only recently commenced to run once a week. We commenced in March last. The traffic is what we expected.

51 Tobacco is 62½ cents to Colombo and Re. 1·25 to Galle.

52 Colombo bales weigh 1 cwt., Galle 1¼ cwt.

53 The native craft take bales to Colombo at a much cheaper rate. The native craft take most of the Colombo bales.

54 We have thirty to forty passengers, Jaffna to Colombo, a trip (a week) and the same back; we charge Rs 4 each. There is little traffic from Colombo to Jaffna—about one-fourth only compared with Jaffna to Colombo.

55 I hand in statement showing result of trials for 1888, when weekly trips were made (see 55, page 65). The returns show the complete outward traffic by British India steamers from Jaffna to Colombo for the period mentioned in the returns. [On being asked to give a return of inward traffic for some period, say six or twelve months, the witness stated he could only give inwards by ss. Aska. Pressed to give for one year.]

56 *By Mr. Rámanáthan.*—Yes, we come from Colombo through Paumben *via* Tondi to Jaffna, the same route back. This makes only a few hours' difference.

57 *By the Committee.*—The rate of 62½ cents for tobacco does not include the cart hire to Kankésanturai or boat hire or harbour dues.

58 The vessels cease calling when there is disease.

SANMOGAM VEERASINGHAM, *alias* ASSAIPILLAI, examined.

59 *By the Chairman.*—I am the agent of the coach proprietor. I am joint proprietor with another man. Our coach runs daily each way. The coach carries two or four passengers. I can give a statement to-morrow showing the number of passengers carried during the last twelve months (see 56, page 66). I charge Rs. 10 for natives and Rs. 30 for Europeans. The coach also carries parcels—only small parcels; 5 cents per pound is charged for parcels. I can give my receipts from parcels. The Government subsidy is Rs. 14,400 per annum. I can take four or five passengers at one time. The coaches are not generally full. After the ss. Aska commenced running, passengers have decreased because rate by steamer is lower.

60 *By Mr. Christie.*—I will take a parcel weighing 10 lb. from Jaffna to Mátalé for 50 cents.

61 *By Mr. Rámanáthan.*—The coaches are not full generally, but sometimes there is no room for all passengers. This may happen three or four times a month.

62 I divide the responsibility of the service with my partner. I took the service from Jaffna to Anurádhapura last year and my partner the other half. This year we jointly work the whole distance.

63 I have a horse coach to Elephant Pass and bullock service to Dambulla. The coach leaves Jaffna at 12 noon; the passengers take food at Vavuniya-Vilánkulam, where the coach arrives next day at 9.45 a.m., and remains half an hour. There is a common man there to supply rice. Yes, these are some of the difficulties which prevent people from making the journey.

64 We do not fear elephants as a disturbing cause. Elephants have been seen, but they do not interfere with the coach. There are thieves between Mátalé and Anurádhapura. The coach has never been robbed.

65 *By the Chairman.*—I do not know how many passengers go by bullock carts.

66 *By the Committee.*—I am also a trader, and trade in tobacco and cigars. I send 120 or 130 boxes of cigars away a year by road and steamer. A box of cigars weighs between 2½ and 3 cwt.

67 I constantly travel on the North road. There are between 20 and 30 carts a day carrying tobacco on the North road.

68 The quantity of bales varies from 20 to 30 bales per cart.

69 *By the Chairman.*—Yes; 20 to 30 carts leave Jaffna and pass Elephant Pass each day.

70 *By Mr. Christie.*—Yes; 20 or 30 carts leave Jaffna for Mátalé each day of the week. The traffic is chiefly to Mátalé; it is from there distributed to other points. Some goes by rail from Mátalé.

71 I did not mean that all 30 carts contained tobacco—about two-thirds or half the carts contain tobacco. Yes; ten carts leave Jaffna daily with tobacco. I have seen on some days eight or ten carts in a row with tobacco.

72 *By Mr. Bowden Smith.*—The coach will carry five, the bullock cart four passengers.

73 *By Mr. Bois.*—The carts take twenty to forty days to get to Mátalé and back. Loaded carts do ten to fifteen miles a day. The distance is 184 miles. The carts stay at Mátalé four or five days, or if purchases have to be made they stay longer. If rain falls the carts do three miles a day.

74 *By Mr. Rámanáthan.*—Of the ten or fifteen carts I have seen in one string, half or two-thirds would be tobacco.

75 There are about ten or fifteen principal tobacco merchants in Jaffna.

76 *By Mr. Williams.*—I pay Rs. 30 for a cart to convey tobacco to Mátalé.

77 *By the Chairman.*—If the crops are good the carters buy on their return journey gingelly seed, paddy, &c., about four or five bags. Of the ten full carts leaving Jaffna all would return full if there is a good crop.

CASINADAR, SUPPEN, Tobacco Trader, Jaffna, examined.

78 *By the Chairman.*—I send from five to ten carts a month by road to Kandy. I send between 60 and 100 carts a year: 80 will be a fair average. I send 1,600 cwt. in these carts (80 tons). There are other merchants who send larger quantities than I do. They are—Vairavanathan Sinnatamby, Sabapathy of Kokkavil, Mailu Verawaku, Sammugam Vallipuram. There are men at Point Pedro who send three times as much as I do.

79 [The Chairman asked the Committee if they could obtain from the traders a certified statement from each merchant showing the quantity of tobacco sent by each by road during the year. The Committee said they would try to obtain this and forward it (see annexure 74 H, page 82, and Evidence 332 to 376, pages 11 to 13).]

CASINADAR—*continued.*

80 *By the Chairman.*—In October, November, and December I send 600 bales by sea. For nine months I send at the rate of 160 bales a month. I ship sometimes at Kankésanturai, sometimes at Jaffna. I ship at Kankésanturai between October and December. The 600 tons shipped coastwise is not for Batticaloa.

81 [The Chairman pointed out to the Committee that the figures *re* tobacco worked out as follows:—

82 The Committee show 240,000 bales as being sent from Jaffna to certain parts only, and by cart. The Committee also state that three parts go by land and one part by sea. Accepting this proportion, 180,000 bales should go by land and 60,000 by sea, but the Customs returns furnished by the Government Agent show that only 23,000 cwt. left Jaffna ports during twelve months for all the ports in the Island.

83 The Chairman then asked the Committee to explain the difference between the 23,000 actually sent and the 60,000 estimated. It was also pointed out that if this difference exists in the sea traffic it is quite possible that a similar difference might exist in the land traffic.]

KADIRAVELU SABAPATHI, Tobacco Merchant, of Kandy.

84 *By the Chairman.*—I send between 1,500 and 2,000 bales by sea in the twelve months. I send about 6,000 bales by land.

85 I send between 7,500 and 8,000 bales away during the year. This represents the whole of my transactions in the Island during the year. I send the whole of the 6,000 bales to Kandy or beyond. I take it in carts to Mátalé as a rule, and then by rail; sometimes I take it through to Kandy by cart.

86 *By Mr. Christie.*—I think there are about 30,000 or 35,000 bales leaving the port of Jaffna for other ports in the Island during twelve months.

87 The average value of a bale of tobacco is Rs. 18.

NAGANATHER VELUPILLAI, Freight Broker, Jaffna, examined.

88 *By the Chairman.*—There are four brokers in the peninsula of Jaffna. The four of us ship from 29,000 to 33,000 bales a year. We are the chief brokers here. The whole of the tobacco shipped from Jaffna passes through us. 6,000 bales go to Galle, the rest go to Colombo. Yes; 23,000 to 27,000 bales go to Colombo.

89 About 50 or 100 bales may be sent to Mannár, but this does not pass through our hands. About 100 or 200 bales may go to the smaller ports without passing our hands.

90 *By Mr. Christie.*—These figures are based on an average or four or five years.

91 The year 1889 was little less crop than usual owing to want of rain. We only deal with shipping, not with carts.

92 *By Mr. Rámanathan.*—I keep accounts; I have them at home. The figures I have given are taken from my books. The freight to Colombo is Re. 1·25 a bale. I include cart hire to port and landing at Colombo—*i.e.*, from Jaffna warehouse to Colombo wharf.

93 *By the Chairman.*—Yes, we four brokers shipped 29,000 to 33,000 bales during one year.

94 The difference between my figures and those of the Customs is due to my taking an average for the last five years.

95 I can give the actual figures for each of the years (see 74 I, page 82).

96 *By Mr. Rámanáthan.*—When exporting tobacco, and before baling, the tobacco is sprinkled with water, but this dries out on the journey. The dryage is from 14 to 15 lb. per bale, I am told by traders.

97 *By the Chairman.*—A Galle or Colombo bale may be taken to weigh 1 cwt.

98 *By Mr. Christie.*—I think more is sent by road than by sea. I cannot say what quantity more. There are no brokers for carts.

99 *By the Chairman.*—I guess that three times more tobacco goes by cart than by sea. I came to this conclusion because I was a loser after the road was put into repair. Yes; I think 90,000 bales go by land. I calculate this by my loss on commission since the road was repaired. I ship no tobacco to Trincomalee or Batticaloa.

100 I can give figures as to manufactured tobacco exported. 2,200 boxes are sent by sea during the year to Colombo and Galle. This is the average for five years (see 74 I, page 82).

101 *By the Committee.*—There are now more cigar traders than there were four years ago.

102 *By Mr. Bowden Smith.*—We four brokers also export all the cigars from Jaffna by sea.

103 *By the Chairman.*—Cigars are conveyed under the personal charge of Chetties as a rule and go by sea. For Kandy they go by road.

104 The boxes weigh from 2½ to 3 cwt.; they contain from 50,000 to 100,000 cigars. The value of a box is about Rs. 400.

105 We export about 500 cwt. of arippo. The buyer packs and weighs the arippo, gives us the figures, and we give them to the Customs. I am still speaking of an average of five years.

106 I send 380 to 400 bundles elk and buffalo horns per annum—the average weight per bundle is 1½ cwt.

107 I send about 200 bundles of hides or skins—a bundle is more than 2 and less than 3 cwt.

108 I only speak of shipping to Ceylon ports.

109 I export between 800 and 900 cwt. of bone (cattle bones in bundles).

110 Six hundred bundles dyed cloth are sent per year. All kinds of cloth are mixed together. They are sent from here to all ports in the Island.

111 The weight of a bundle is more than 1 and less than 2 cwt.

112 Two thousand gallons a year of ghee pass through my hands.

113 Weights are not taken at the Customs—only an average of shippers' weights is taken by Customs.

114 I have shipped 15,000 bags paddy, each bag containing 2½ to 3 bushels. This was shipped to Colombo. The freight on this is 37½ cents per bag if in common vessel. This is for the vessel freight only. The grain is booked from Jaffna stores. The cart rate from Jaffna to Kankésanturai is 9 cents per bag. The boat hire from Kankésanturai to ship is 6 cents per bag. I do not know the rates for boat hire at Colombo.

115 I do not know, but have been told that the boat hire in Colombo from ship to shore is 25 cents.

116 The charge by steamers per bag is now 37½ cents—it used to be 50 cents. It goes by steamer when the Colombo prices are high.

117 The value of paddy is from Rs. 1·44 to Rs. 1·68 per bushel. The net profit in Colombo per bag may be about 25 cents. I do not know from personal knowledge.

118 I ship 30,000 cwt. (one bag is equal to one cwt.) of copperah to Colombo.

119 *By Mr. Christie.*—I can produce accounts to prove this (see 74 I, page 82).

120 A copy of the cart returns forwarded to the Commission with the Government Agent's letter No. 476 of August 22, 1890 (see 10, page 28), was handed to the Rev. Father Lytton. The Commission then rose at 5.45 P.M.

Jaffna, September 10, 1890.

The Commission met at 8 A.M.

Present:—The Hon. the Chairman and all the Members, with the exception of the Hon. Mr. Rámanáthan; also the representatives of the Jaffna Local Committee.

The Very Rev. Father MOURIOT, Vicar-General, examined.

121 *By the Chairman.*—We have several pilgrimages. We have *Chávakacheri:* 400 to 500 go to the festival, and besides that others go during the year. The festival is on August 2. Yes; for this church they all come from Jaffna. Some years there are more, according to the ceremonies. These figures are only an estimate. The festival lasts several days, but the large number come one evening and leave the following morning.

We also have—

Kelaly, 18 miles from here, between Elephant Pass and 122
Jaffna. There are from 8,000 to 9,000 pilgrims, but I have not been there lately. Thirty years ago, when I was there, 30,000 used to go. I think that the falling off is due to poverty among the people. The festival is on July 25.

St. Sebastian, Puthumadam.—I have counted 30,000 123
pilgrims when I was priest there 40 years ago; now there is a falling off, probably to 20,000. I think 15,000 would go by rail owing to the easier means of transport. I think the railway rates would not diminish the number, as there would be a saving of four days' time, and food, &c. The number given includes children.

St. Mary's, Madhu, July 2.—I estimate that 15,000 124
pilgrims would go from Jaffna. I counted 30,000 there this year, and I believe that quite half came from the peninsula. I have occasion to go there frequently at other than festival time, and I always find 20 to 30 people there. The pilgrims during eight months of the year are such that a priest has now been stationed there.

As a rule they club together and take a bullock cart. 125

[Mr. Strantenberg stated that the cost of a cart is from Rs. 15 to Rs. 20 for the journey.]

VICAR-GENERAL—*continued.*—About four or five natives 126
travel in a cart. I saw from 120 to 140 carts there.

Mr. Christie.—*Q.* Judging from the offertories, do you 127
think the pilgrims could expend Rs. 67,000 on rail fares?

Witness replied that he thought this a very large sum to expend on the travelling.

By the Chairman.—The figures I give include pilgrims 128
and boutique-keepers.

I believe that if the railway is made there will be a 129
constant stream of pilgrims all the year round. If the railway is made to Mannár the ecclesiastical authorities propose to spread the festivals over the whole year instead of compressing them into so short a period.

(In answer to the Chairman who pressed for reply to 130
Mr. Christie's question No. 127, *witness stated:)* I think that the Rs. 67,000 distributed among the 15,000 passengers will not appear so great. I think they will gain by going by rail, as at present they have to carry food for several days and lose fifteen days' work.

The fishermen of this parish (St. James) only are 131
3,000. They now leave their trade for fifteen days to go to the festival. With the railway they would be back in four days, and could earn money the other eleven days. I think there should be a lower special rate for the pilgrims.

St. Anna's.—I think the pilgrims to this church would 132
take the railway to Anurádhapura. Not many Catholics go from Jaffna. The festival is in July, and the weather not favourable. The Jaffna Catholics go to St. Mary's, Madhu, in preference. I should say 100 Catholic pilgrims go from Jaffna. A large number of merchants (Buddhists, &c.) go for trading purposes. I think the average given by the Puttalam Agent, viz., 25,000 to 35,000, is too little. I think 50,000 is more like the figure. This year there were very few; but this was exceptional. I would accept 35,000 as an average. I cannot say if 5,000 is a fair proportion of travellers from Jaffna. I know there are a large number of traders, but I only know actually about the Catholics: 5,000 does seem rather high. I think the 400 per month entered as ordinary pilgrims to Madhu is a fair one, and not too high.

Generally speaking, I think the traders of Jaffna could 133
pay 2½ cents a mile; so could the litigants who come in to consult lawyers. But there are a large number of poor persons who would walk ten miles in preference to paying 25 cents. For long distances I think they would all raise money to take the railway in preference to walking. An able-bodied cooly earns 30 cents a day here.

By the Local Committee.—I think the opening of a rail- 134
way to the Wanni would improve the state of the people very much. This has been the experience wherever railways have been opened.

By the Chairman.—The railway would enable them 135
to obtain good food, the sick could be taken to hospital, &c. If the railway were made I know that there are many people in Jaffna who desire to settle at Anuradhapura, but are deterred by the difficulties of communication with their homes. They would go gladly if land were granted to them. The people who would go cannot afford to pay for land.

By Mr. Williams.—I believe the peninsula is over- 136
crowded. The Jaffna people prefer to remain in their homes, but this is becoming an impossibility owing to increase in population and exhaustion of the soil.

Rev. Father DELPECH, Procurator, examined.

137 *By Father Lytton.*—I am charged with all the temporalities of the church.

138 I send on behalf of the church about Rs. 400 worth of timber per annum to the different churches. I also send coral stone, lime, and other materials. I paid lately Rs. 105 for some material, and Rs. 170 were asked for transport to Colombo.

139 *By the Chairman.*—I have been in Jaffna eighteen years. About two-thirds of the Catholic community are well-to-do, and now travel by cart or boat in preference to walking. They would take the railway.

140 In addition to cost of cart to Mátalé, Rs. 15 to Rs. 20 for four or five persons, they have to take food for several days.

141 I think 16,000 to 17,000 pilgrims go to *St. Mary's*, chiefly poor people. I think about two-thirds of the above number would be able to pay their fares; one-sixth would borrow the fare in preference to walking; the remaining one-sixth would not be able to borrow, and would walk. I have no doubt a large number would emigrate to the Wanni if there were a railway. They would be induced to go by the facilities of communicating with their homes. They would take employment on the railway and till the land.

142 *By Mr. Christie.*—The people could not afford to fell the trees and clear the land. This would have to be done by Government.

Rev. Father LYTTON, examined.

143 *By Chairman.*—Some Jaffna people have settled within 30 miles of Elephant Pass, but the land is not suitable.

SAVERY MUTTU MANUEL PULLE, examined.

144 *By Mr. Nagalingam.*—I am a Catholic and a tobacco trader. I used to go to *Vattupalaiamman* every year. I went to buy tobacco. I went in carts and stayed in the village. I saw more than 10,000 pilgrims come in in two or three days—the roads were crowded. I went by Mankulam road *viâ* Karachi. All the people were walking—very few go by carts to Mankulam. The majority of the pilgrims are poor and cannot afford to pay for carts—a cart would cost Rs. 10 or Rs. 12—five or six could go in a cart. I think they would all raise the fare of Re. 1·50 to go by rail—even the beggars. I think the crowd would have contributed Rs. 25,000 to the railway each way. The pilgrims spend from Rs. 5 to Rs. 10 each there.

145 *By the Chairman.*—The people turn off at the 30th mile-post and go *viâ* Chudakulam. The people do not go by coach to Elephant Pass and then walk—they walk all the way.

146 *By Mr. Nagalingam.*—There is a banyan tree ceremony once a year at Pallai; about 1,000 to 3,000 go there.

147 I am a leading tobacco trader. I send 18 to 20 boxes of cigars to Colombo monthly. The weight varies from 3 to 4 cwt.—about 750 cwt. per annum: 3½ cwt. is a fair average. I send this to Colombo; from my boutique there I distribute to Galle, &c.

148 *By the Chairman.*—I send by steamer as a rule, sometimes by dhonie. I send the cigars to my own firm at Colombo. The cost is Rs. 5 per box to Colombo Customs from Jaffna godown. This Rs. 5 is made up as under:—

	Rs	c.
Cart godown to Kankésanturai ...	0	50
Boat hire to ship	0	37½
Cooly to unload carts	0	12
Steamer	2	75
Stamp for Bill of Lading (proportion of 25 cents)	0	10
Boat hire, Colombo	0	50
	4	34½
Private charges	0	65½

149 I would send by rail in preference even if I had to pay more. The damage to one box is a very heavy loss. I have had no loss, but many have. I would pay twice the amount to send it by rail.

150 I would agree to prohibitive rates on the steamers being fixed by Government to force me to send my goods by rail, but I would send by rail even without such steps being taken.

151 Our case is different to that of the Náwalapitiya Chetties, who have their own carts.

The value of a box of cigars is Rs. 400.

152 Of the cigar trade two-thirds go by sea and one-third by land. Of unmanufactured tobacco I think three-fourths go by land and one-fourth by sea.

153 Tobacco is sent by land because it can be sold from place to place, and unloaded direct from carts at Mátalé and Kandy. The cigar merchants have no agents at Mátalé.

154 *By Mr. Nagalingam.*—I travel frequently on the Northern road and see the carts—they carry from 20 to 22 bales. In addition to this the carter takes a bale or two of tobacco, jaggery, or other goods for his own purpose of trading. 26 bales is the maximum load for good bullocks.

155 I go to Eluthumataval market to buy tobacco—the other traders go too—about 200 to 300 traders go a week. They are well-to-do men and can afford to pay rail fares.

156 *By Mr. Bowden Smith.*—I make every preparation as to packing, and then hand the boxes to a broker.

157 *By Mr. Williams.*—I ship either from Kankésanturai or Jaffna port according to season. *Viâ* Kankésanturai the charge is 50 cents more than from Jaffna owing to cart hire.

158 *By the Chairman.*—The weight of the box depends upon the number of cigars in the box. I do not keep any account of weight. I know how many cigars are in a box, and how many boxes I send.

The Meeting adjourned at 11 A.M. until 12.30.

The Commission re-assembled at 12.30, when the Hon. Mr. Rámanáthan, C.M.G., was present in addition to the Members present in the morning.

Mr. S. TOUSSAINT, examined.

159 *By Mr. Nagalingam.*—I am a cocoanut planter. I cannot say how many estates there are. My estates cover about 800 acres. I send about 500 candies of copperah to Jaffna from my own estates.

160 *By the Chairman.*—I sell it locally, and do not export.

161 *By Mr. Nagalingam.*—I lease about 600 acres in addition to the above. I pay Rs. 6,000 for lease.

162 I estimate 12 million nuts are produced in the Pallai district in the year. This is equal to 48,000 cwt. copperah.

163 *By Mr. Rámanáthan.*—1,000 to 1,500 (average 1,250) nuts go to the candy of copperah.

164 *By the Chairman.*—The copperah is usually sent to Colombo, but sometimes to India. I bring my own copperah by land, as I am too far from beach to use water communication. It costs me Rs. 4 per ton from the estate to Jaffna, 20 miles by road.

165 *By Mr. Christie.*—If a railway were built I would sell on the estate, and it would be sent direct to buyers home instead of going into Jaffna.

166 *By Mr. Rámanáthan.*—The average crop is three to four nuts, and there are three to four crops a month. It is only after settling the price that I send my produce from the estate. The purchasers store the copperah—may be one month or more.

167 [Mr. Nagalingam stated that the rate by vessel is Rs. 3 a param from Jaffna to Colombo, including cart and boat hire; that is, Rs. 12 a ton.]

168 *By the Chairman.*—It would not pay to pay double the rates for transport now paid.

169 *By Mr. Christie.*—The value of copperah at Jaffna is usually Rs. 35 per candy; I now receive Rs. 38.

M. K. N. ASSANA MARAKAR, examined.

170 *By Mr. Nagalingam.*—I am a large exporter of copperah. I export 4,000 to 4,500 cwt. per annum. There are other exporters, about four or five, here. Another man, Pitche Caney, and myself are the two largest exporters.

171 It costs me about 60 cents per cwt. to send copperah to Colombo. This includes all charges. The rate is the same by steamer or sailing vessel.

172 *By the Chairman.*—If the copperah cost me three times as much freight, I would still send it, provided I get a higher price in Colombo.

173 The freight per ss. Lady Gordon is 32½ cents per cwt.

174 I estimate the total export of copperah from Jaffna at about 40,000 cwt. This includes the exports to India. I cannot say what proportion is for Ceylon ports.

175 *By Mr. Christie.*—There is a large quantity made into oil here locally. The 4,000 or 4,500 mentioned is for Colombo.

176 *By Mr. Rámanáthan.*—Sometimes I store copperah, sometimes I ship it at once. I have an agent in Colombo who sells for me at the most favourable prices. My agent always accepts my weight. Sometimes there is a small loss of weight. I should say about 7 to 14 lb. per param (1½ per cent.).

177 *By the Chairman.*—I am also an importer of grain.

178 *By Mr. Nagalingam.*—I did not import any last year; this year I imported 160 garce (or karusul) to Kankésanturai and carted it all to Jaffna—40 bushels in a cart. The cart hire is Re. 1·25 per cart.

179 *By the Chairman.*—This was from different ports, but not from Batticaloa; it was from Coconada and other Indian ports.

180 Most of the grain imported is from Indian ports. If the Batticaloa crops are very good, a good deal of it comes to Jaffna. A good deal comes from Anurádhapura in carts—about three cart loads a day, but sometimes ten carts.

181 I deal with Anurádhapura grain. Rice comes here from India and Colombo; green grain also comes—about 400 bags from India and 400 to 500 from Colombo monthly. Imported paddy is sold at about Re. 1·50 to Re. 1·62 in Jaffna now; the usual price is Re. 1·37. Country paddy is sold at about 12 cents more than imported paddy. Kollu and other such grain generally run 2½ bushels to the bag.

182 About 250 bags of peas are imported from Colombo—not to me, but to all traders.

183 I have exported 12,600 cwt. of copperah from 1887 to 1890. I will prove this by my books. The whole of this goes to Colombo.

184 [Mr. Cherubim, agent to the British India Company, called and handed in the promised statement (see 55, page 65).]

R. M. A. R. A. R. SUPREMANIAN CHETTY, General Merchant, examined.

185 *By the Chairman.*—I import paddy into Jaffna. I have no notes, but I can give an idea of the trade. My firm imports 700 or 800 garce annually—say 120,000 bushels. There are many other importers. My firm does about one-eighth of the trade.

186 *By Mr. Nagalingam.*—Last year four or five of us joined and chartered vessels. We then altogether imported 5,000 garce. This year more has been imported, as there is little in the country.

187 *By the Chairman.*—This comes chiefly from foreign parts. In the year when four or five of us combined and imported 5,000 garce there were other importers who imported additional quantities. We brought the whole of ours into Jaffna.

188 The price for cartage from Kankésanturai to Jaffna is Re. 1·25. The cart carries 40 bushels.

189 *By Mr. Christie.*—Last year and the year before last a large quantity came from Batticaloa. This year very little.

190 The Chetties do not deal in grain coming from Anurádhapura by cart. I have heard that the carters on their return journey from Mátalé buy grain at Anurádhapura and sell it on their return.

ELLIATAMBY RAMALINGAM, examined.

191 *By Mr. Nagalingam.*—I have a boutique in Kandy and sell tobacco and cheroots.

192 I send the greater portion of my goods by Central road. Last year I sent 1,500 bales, all by cart to Kandy They went to Mátalé by cart, and thence some was sent by rail, some by cart.

193 There are from 20 to 25 bales in a cart. The carter may take something in addition.

194 I took about 120 boxes cigars last year, containing about 50,000 in a box. I have no idea of the weight. The cigars did not go in separate carts, but with other goods. I can produce my accounts.

195 There are four or five other dealers in the Jaffna town (within police district). The returning carts bring gingelly seed, kurakkan and other seed, wax, &c. I pay Rs. 2 per bale to Mátaté; sometimes Re. 1·75, never less.

Jaffna, September 11, 1890.

196 The Commission met at 8 A.M.

Present:—The Hon. the Chairman and all the Members; also the three Members representing the Local Committee.

M. K. V. PITCHEKANNI, examined.

197 *By Mr. Nagalingam.*—I am a trader living in Jaffna. I get goods from Colombo. I got 2,537 bags arecanuts from Colombo between December, 1888, and August 30, 1889 (average, 127 bags a month).

198 The weight of a bag of arecanuts is 1¼ cwt. There are four or five other traders who do the same business that I do. Some small dealers also do trade. I also deal in curry-stuffs. Last year I got 500 bags of sundries a month.

199 *By Mr. Bowden Smith.*—Sugar, cinnamon, garlic: bags are of different sizes, from 1½ to 3 cwt.

200 *By the Chairman.*—Yes; I mean 6,000 bags a year more or less. Not less than 5,000 These 6,000 bags include dry ginger, coriander, coast cinnamon, cachu (made of arecanut), chillies, vendayam, cardamoms in husk, cardamom seed, steel, and such other articles. I import these mostly from Colombo.

201 *By Mr. Nagalingam.*—I own two vessels. I get my goods by my vessels, other vessels, and steamers. I cannot say what arecanuts belonging to others are brought in my vessel. Approximately I brought 10,000 bags in my vessels. This figure is within the mark. I get ten bags sugar a month.

202 *By the Chairman.*—When I said 10,000 bags were brought a year I meant the total imports, not only those brought by my own vessels.

203 I estimate the total quantity of curry-stuffs imported may come up to 6,000 or 7,000 bags a year, besides my own. There are four or five extensive traders besides myself, and many small ones. This does not include sugar. I hand in a statement of actual figures for twelve months:—

Kadalai	...	30 bags, each bag 1½ cwt.
Kollu	...	60 bags, each bag 1½ cwt.
Gunny bags	...	69 bundles, each bundle 4 cwt.
Gingelly	...	75 bags, each bag 1½ cwt.
Coffee	...	8 bags, each bag 1½ cwt.
Camphor	...	86 vandu, each vandu ½ cwt.

204 Exported to Colombo 7,574 cwt. copperah for 20 months.

Received from Kankésanturai 320 garce paddy, each garce 160 bushels; 14 do. rice.

205 What I receive from Colombo:—

Kerosine oil	...	170 tins per year.
Sugar	...	191 bags, each bag 1¼ cwt.
Curry-stuffs	...	300 bags, each bag 1½ cwt.
Matches	...	2 boxes, each box about 2½ cwt.
Catechu	...	6 boxes, each box 2 cwt.
Peas	...	25 bags, each bag 1½ cwt.
Ulunthu	...	25 bags, each bag 1½ cwt.

206 There are four or five other traders who deal in the same quantities.

VASA NANANTHAN, examined.

207 I was born at Patna, Bengal, Hindustani. I have lived in Jaffna twelve years and five in Colombo.

208 I have often travelled by rail. I deal largely in piece-goods—cloth, cotton goods, and silk. I deal in pearls and lend money. I import from Colombo about 150 boxes and bales of chintz and cotton goods. I also import a large quantity from Bombay. These come by rail to Negapatam and by boat from there to Jaffna. I do not land them at Colombo owing to the duty at Colombo. I import from Colombo 75 bales of cloth and 75 boxes.

209 *By Mr. Ramánáthan.*—The weight of boxes varies from 5 cwt. to 2 cwt.

210 *By Mr. Nagalingam.*—I think about 600 bundles are imported by the Chetty traders, but I do not know what is imported by the Moors or the Trading Company.

211 [The Local Committee, in answer to the Chairman, undertook to do their best to obtain signed statements from the chief traders showing the actual dealings of each for twelve months. The statements to show:—

(1) The quantities of each article dealt in.
(2) The weight of packages of each article.
(3) From whence the articles were received or where despatched to.
(4) Name of agent in Colombo receiving or despatching.
(5) Rates of freight.
(6) Statements to be signed by the principals of the firms.
(7) The whole to be scheduled by the Committee and signed by a responsible Member.]

(*For statements see* 74 *to* 74 I, *pages* 77 *to* 82.)

PETER ABRAHAM, examined.

212 *By the Chairman.*—I am a dealer in firewood. I cut firewood from Crown land. I am Government contractor. The Government are the only retailers of firewood. I supply 250 tons to the Government depôt monthly. There are also other contractors. The total quantity supplied by all contractors is about 300 tons. I cut the timber about forty miles from Jaffna. I cart it from Eranamadu to Elephant Pass, then by boat to Jaffna. A cart carries three-fourths ton.

213 About 50 logs come from Elephant Pass to Jaffna monthly. I pay Re. 1·25 per ton from Eranamadu to Elephant Pass; that is, from the forest to Elephant Pass. The cost by boat is Re. 1·20 a ton. The Government pays me Rs. 3 10 a ton. I am only allowed to cut dead timber and branches. I do not have to cut into sizes I could supply the wood at Eranamadu at about Re. 1·50 a ton. I have to employ and pay coolies to collect and load the wood.

SINNETAMBY SINNEPULLE, examined.

214 *By Mr. Nagalingam.*—I am a Jaffna trader. My father has a boutique in Kandy. Last year I sent about 1,500 bales to my father by cart to Kandy.

215 *By the Chairman.*—Sometimes I put it into rail at Mátalé. I never go with the tobacco. I have an agent at Mátalé who receives my goods there and arranges for mode of despatch to Kandy.

216 *By Mr. Christie.*—The tobacco is stored in Kandy.

217 *By Mr. Nagalingam.*—I put 20 to 25 bales in a cart and pay from Rs. 2 to Rs. 2·50 per bale. I have sent at Rs. 1·75; generally over Rs. 2. The rate is in accordance with the quality of the tobacco. Inferior tobacco weighs lighter than good.

218 *By Mr. Christie.*—Tobacco is sent away after July. Last month I sent about 800 or 820 bales—about half the quantity I bought. The buying season closes in June. I send nothing in November and December. I think all the crops will have been sent away by the end of the Tamil September (15th October).

219 Adjourned the Meeting at 10.30 A.M. to re-assemble at 12.30 P.M.

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220 The Commission re-assembled at 12.30 P.M. The Committee were present. Owing to no witnesses being available it was decided to put some general questions to the Committee.

221 *By Mr. Christie.*—*Q.* If our investigations show that a sufficient traffic between Jaffna and Colombo and intermediate stations does exist to justify the construction of a railway, do you think that, in order to secure, at moderate rates, the whole of the traffic to the railway, the people of Jaffna would agree to the establishment of a duty at the ports and on certain roads on the trade between Jaffna and Colombo and Galle?

222 *A.*—The Committee replied that they thought the community would do this, provided the rates were really moderate, and they had an opportunity of considering the rates before committing themselves.

223 *By Mr. Bois.*—*Q.* Would you consider rates not exceeding present cart and boat rates to be moderate rates?

224 *A.*—The Committee replied: Yes, and even a little more in certain cases.

MUDUGESER NAGENADER, Toll Renter, Mirusuvil, examined.

225 *By the Chairman.*—I have been renter for eight months. My relations were there before that. I am the present renter. I have a return of carts which passed my toll during the last eight months. I hand it to the Commission (annexure 57). This shows the carts each month. I have no record of the up and down traffic separately.

W. C. TWYNAM, Esq., Government Agent, Northern Province, examined.

226 *By Mr. Christie.*—I do not think the statement about paddy to Jaffna made by the Acting Government Agent, North-Central Province, and printed on page 12 of Sessional Paper VIII. of 1889, is quite correct, as it would require 4,000 carts to bring 160,000 bushels of paddy. I have examined numerous carts coming from Anurádhapura, and I do not remember seeing a single paddy cart from Anurádhapura. I have seen them from our own Wanni. I also do not think the statement as to gingelly is correct. It may be correct as to quantity leaving the Province, but it does not come to Jaffna.

227 *By the Chairman.*—The paddy is imported by sea. I consider the estimate of kurakkan is also high. The total grain as given would equal about 8,000 cart loads, which is certainly incorrect.

228 *By Mr. Christie* (see 232 below).—If all the traffic which exists between Colombo and Jaffna were ensured to the railway, I do not think the railway would pay unless it were constructed at Rs. 40,000 per mile. I would here point out that I overlooked a serious error in the statements given in the estimates, and which I accepted, viz., tobacco 240,000 bales. I now place it at about one-third of that quantity. I am satisfied that the weights recorded in the Customs returns are approximately correct.

229 *By Mr. Bois.*—I formed the opinion that only one-third of the shown traffic would go by rail, because I was confident that the rates by boat and cart could be reduced, and would be reduced if they came into competition with the railway.

230 *By Mr. Rámanáthan.*—For tobacco. I would now alter Rs. 240,000, shown in annexure A, page 5 of Sessional Paper VIII. of 1889, to Rs. 50,000.

231 *By Mr. Christie.*—I estimate 40,000 bales to go by land and 20,000 by sea, making 60,000 in all, instead of the 240,000 shown.

232 *Mr. Christie* (see 228 above).—What I meant by my original question was, Do you think that if the whole of the traffic that exists were secured to the railway at the present rates of cart and boat hire, the railway would pay?

Mr. Twynam replied:—I think it would if it were constructed at a cost not exceeding Rs. 40,000 per mile. 233

Mr. Christie then asked Mr. Twynam the question put to the Committee, viz.:— 234

Q.—If our investigations show that a sufficient traffic between Jaffna and Colombo and intermediate stations does exist to justify the construction of a railway, do you think that, in order to secure, at moderate rates, the whole of the traffic to the railway, the people of Jaffna would agree to the establishment of a duty at the ports and on certain roads on the trade between Jaffna and Colombo and Galle? 235

Mr. Twynam replied:—I think a large section of the community would oppose such a thing, as there are a great many interested in the sea traffic. 236

By Mr. Rámanáthan.—There are other points of difference between myself and the Jaffna Committee as regards estimates of traffic; for instance, I would reduce the cigar boxes from 3,600 to 2,500. 237

By the Chairman.—*Q.* In your original report dated September 6, 1889, you stated that you thought the figures given by the memorialists were fairly correct? 238

Mr. Twynam replied:—I passed them as correct because I thought they were intended to represent the whole exports from the peninsula, regardless of destination, but I now find that the memorialists put these figures forward as representing the traffic to Colombo and Galle only. 239

By Mr. Rámanáthan.—I do not think the amount for cattle was correct in the original estimate. I understand that this is not included in the revised estimate. I also disagree as regards copperah, which I consider an extreme estimate, not likely to be realised for the next few years owing to the death of the trees by drought. On one estate I know of 1,500 trees dying. I estimate the probable traffic for Colombo to be 30,000 cwt. per annum for the next four years. 240

I also think that the item entered in the amended estimate as saving to Government on expenditure for cooly establishment, viz., Rs. 77,690, is too high It might be entered at Rs. 20,000. If the railway were also constructed to Mannár an additional saving of Rs. 20,000 may be effected. 241

The other points of difference as regards annexure A, page 5 of Sessional Paper VIII. of 1889, are slight. 242

Mr. Rámanáthan then read out the entries on the *Revised Estimate of Down Traffic* (annexure 47), and Mr. Twynam made the following objections:— 243

I do not think the stores and materials for roadwork would ever go to Elephant Pass by rail—they would go by boat as now. The Rs. 1,500 must be struck off. The same applies to Mullaittivu traffic, Rs. 1,125. 244

I think pilgrims to St. James', Kilaly, would prefer to go by boat. I would therefore reduce each 1,500 to 1,200. I would here state that when on August 25 I agreed that 900 local passengers might travel per day (at fifty cents each), I included the whole length of the extension from Polgahawela to Jaffna, and included in this figure all the pilgrims. The 900 are, however, additional to the 200 through passengers. 245

Mr. Rámanáthan then read out the estimate of *Up Traffic* (annexure 48), and Mr. Twynam made the following objections:— 246

I would only estimate 25 per cent. of the quantity of paddy shown as brought from the Wanni (*i.e.*, reduce 20,053 bushels to 5,013). I would reduce the kurakkan by 50 per cent., *i.e.* 7,500 to 3,750 bushels. 247

[Mr. Saunders here vacated the chair, which was taken by Mr. Williams.] 248

The points of difference between myself and the Committee are chiefly as follows:— 249

		Rs.		Rs.
Tobacco	...	240,000	to be	60,000
Copperah	...	84,000	,,	18,000
Immigrant service	...	77,690	,,	20,000*
Local passenger traffic	...	190,000	,,	164,000
Wanni paddy	...	120,318	,,	30,000
Kurakkan	...	45,000	,,	22,500
		757,008		314,500†
		314,500		
		442,508		

I have seen both the amended estimates of the Jaffna Committee, the aggregate of which shows an income of Rs. 1,746,000. If you deduct therefrom the above-mentioned difference of Rs. 442,500, the total income would be 250

* Or if to Mannár, Rs. 40,000. † Excluding Mannár.

250a Rs. 1,304,000. Supposing the boat, ship, and cart traffic were closed, nearly the whole of this income would be available to the railway. I believe that even if the other routes were kept open, from one-third to half of this income would go by rail. If the main line from Polgahawela to Jaffna were made with a branch line from Vavuniya-Vilánkulam to Mannár and Péssalai, I believe the railway would pay very well. (See 50, page 51.)

251 *By Mr. Williams.*—If the line were made to Jaffna this would not divert the cooly traffic from the Paumben-Mannár route. The Indian Government are, I believe, considering a railway to Paumben.

THOMAS OLEGASAGARAN, examined.

252 *By Mr. Christie.*—I am Custom-house officer at Jaffna. We take the brokers' weight from the clearance. We do not actually weigh—we take the brokers' weight. I have tested the weight of bales of tobacco. I did so for the s. Serendib to check the freight. The weights entered in the Customs books are those tendered by the shippers. The weights in the Customs returns are approximately correct.

253 *By Mr. Williams.*—From custom I know if the weights given are approximately correct.

254 *By Mr. Ramánáthan.*—We do not enter the weight of all articles. Some are entered by bundles and packages. The weight is entered for tobacco, tamarind, chillies, jaggery, hides, horns, &c.

255 *By Mr. Bowden Smith.*—The weights of cigar boxes are not entered. We only enter the number of boxes.

CATHIVASAR VAIRAVANATHAN, late Toll Renter of Mirusuvil, examined.

256 *By Mr. Williams.*—I was toll renter of Mirusuvil for five years from 1886 to 1889, both inclusive. I hand in a paper showing the cart traffic passing the toll for 1889 (annexures 58 and 59). The carts shown in the statement all passed the toll twice.

257 *By Mr. Christie.*—Last year I got no profit, but the year before last I lost. All the carts going to Mátalé pass this toll.

258 *By Mr. Nagalingam.*—I belong to Batuotu. There are about 100 carts there trading to Mátalé. They do not all carry tobacco. Some go to Wanni with sundries. I cannot give exact figures. There may be 150 carts in Karativu, but I cannot say. The carts take about 40 or 45 days for the return journey; some two months. The average may be five trips a year.

259 The Committee not having any further witnesses at hand, the Meeting closed at 5.15 P.M.

260 Before leaving, Mr. Twynam handed in the undermentioned returns, which had been informally before the Commission during the inquiries :—

- Export of articles coastwise from the ports in the Northern Province to the other ports in Ceylon, for ten years (annexure 61).
- Export of articles from the ports in the Northern Province to beyond sea, for ten years (annexure 62).
- Coastwise, imported into the ports of the Northern Province for ten years up to 1889 (annexure 63).
- Imports from beyond sea, for ten years (annexure 64).
- Number of passengers arriving at and departing from the ports of the Northern Province during the years 1887, 1888, 1889, 1890 (annexure 65).
- Quantity of grain imported from beyond sea and coastwise into the Northern Province during the years 1887 and 1888 (annexure 66).

The Rev. Father Lytton also handed in the following :—

- A written statement made by the Parish Priest, Father LeCan, who, owing to illness, was unable to attend to give evidence (annexure 67, page 73).
- Schedule showing how Government arranges for the coolies from Mátalé to Talaimannár (annexure 68).
- Specimen of details of a year's expenditure on the coolies from Mátalé along the North Central road (annexures 69 and 70).
- Statement showing the number of cattle taken for sale and pasture in 1888 and 1889 (annexures 71 and 72).
- Statement of materials and stores despatched by the Public Works Department, Jaffna (annexure 73).

261 The Hon. T. N. Christie handed in some Customs returns forwarded to him by the Principal Collector of Customs on August 25, 1890 (annexure 91).

Commissioners H. Bois and W. Bowden Smith left for Colombo *via* Point Pedro on the morning of September 12, and the Hon. F. R. Saunders, C.M.G. (Chairman), the Hon. G. S. Williams, the Hon. T. N. Christie, and the Secretary (Mr. Farquharson) left for Colombo by road at 1 P.M. the same day, and arrived at Anurádhapura on the evening of Sunday, September 14.

Kachcheri, Anuradhapura, September 15, 1890.

Present:—The Hon. the Chairman; the Hon. G. S. Williams; the Hon. T. N. Christie. 262

In course of conversation the Chairman requested the Government Agent, North-Central Province, to supply a return for three years of— 263

- Temple lands.
- Exemptions to headmen.
- Paddy lands opened during the last two years (to be prepared from returns collected for the Blue Book) (annexure 39).

Mr. R. W. IEVERS, examined.

By the Chairman.—I have been Government Agent with two intervals since 1884. I wrote to the Select Committee in March, 1888, in reply to their queries, and in May, 1888, I confirmed my previous letter. I consider 350,000 bushels as a fair average yield of paddy for the Province. For the Blue Book last year I entered 371,000. 264

I believe that half of this is exported from the Province. I cannot say what proportion of this goes to the Northern Province, but I think most of it goes to that Province, because when I am on my rounds I see Jaffna carts being loaded with it. 265

The population of the Province is about 66,000. 266

1889 was a bad year for grain. I consider the figures quoted in my No. 534 of March 23, 1888 (Sessional Paper VIII. of 1889), for gingelly and kurakkan, to be fair averages. I see no reason to modify the replies given in my letters of March and May, 1888. 267

By Mr. Christie.—I do not think a large through traffic to Jaffna by the railway can be relied on. 268

By the Chairman.—I took notes of pilgrims in Anurádhapura this year, and found— 269

May	3rd and 4th	...	about 100
June	2nd and 3rd	...	from 7 to 10,000
July	1st and 2nd	...	about 5,000

and about 1,000 came in on intervening póya days.

The majority of these came from Kurunégala. 270

The figures relating to cart traffic were then discussed, and the Government Agent stated— 271

I am of opinion that the figures given by me as representing the production of grain in the Province are fairly correct, but as regards the quantity exported, my estimates are merely matter of opinion, as in forming them I have no reliable data to guide me.

When speaking of Jaffna I mean the Northern Province. 272

For the railway I prefer the direct Kurunégala route *via* Tirupane to either the Mátalé or Kurunégala-Dambulla route. 273

Mr. A. MURRAY, Provincial Engineer, North-Central Province, examined.

The average number of carts passing per month at Madawachchi between July 1, 1889, and June 30, 1890, was :— 274

3rd quarter, 1889,		average per month	543
4th	do.	do.	382
1st quarter, 1890		do.	375
2nd	do.	do.	588

At Maradankadawala the number was :— 275

3rd quarter, 1889,		431 per month.	
4th	do.	1889, 501	do.
1st	do.	1890, 531	do.
2nd	do.	1890, 727	do.

These are averages per month per quarter. 276

I think these returns are not very accurately kept, as there are no specially paid tellers. The night carts are probably missed. I think the returns may be 25 per cent. short of the correct figures. I will send in a statement showing the traffic for each month separately from July 1, 1889, to June 30, 1890, for the several roads of the Province. I will send it in by the 22nd instant (annexure 45). I think the most feasible line for a railway would be from Polgahawela through Kurunégala and Pádeniya to Anurádhapura and the north. A line to Trincomalee should go off at Anurádhapura and to Mannár from Vavuniya. I think a survey would cost from Rs. 800 to Rs. 1,000 a mile; by this I mean a complete survey. I think the line might be constructed at from Rs. 35,000 to Rs. 40,000 a mile. I would adopt a 3 ft. 6 in. narrow gauge. 277

278 *By Mr. Christie.*—I think the initial cost of this gauge would be one-fifth less than for a broad gauge. During my residence I have noticed a marked increase in the traffic on the Puttalam road and an increase on the North road.

279 From personal observation I should say there is a considerable export of paddy from the Province—I should say about 8,000 to 10,000 bushels a year northwards. I should think it is under 20,000.

280 [The sitting was adjourned at 4 P.M. until 1 P.M. on the 16th, at the same place.]

Kachcheri, Anuradhapura, September 16, 1890.

281 The Commission re-assembled at 1 P.M.

Present:—The Hon. the Chairman; the Hon. G. S. Williams; the Hon. T. N. Christie.

282 Mr. Ievers was present by request.

ENA CARPEN CHETTY, examined.

283 *By the Chairman.*—I am a trader in Anurádhapura. I have been here over thirty years. I am rice contractor, and engage in agriculture. I have been rice contractor to the Public Works Department for the last twenty years. I supply from 500 to 2,000 bushels a month, according to number of men employed. I supplied the largest quantity in 1887. I then supplied from 2,000 to 3,000 a month.

284 In 1888 I supplied a little less, and in 1889 another man took the contract. He also had the contract one other year—I forget which year. I cannot say what quantity I have supplied in any one year without reference to books. I will look into my books and see what quantity I have brought in during the last few years (see 38, page 45.)

285 I do not know anything about the tobacco trade.

286 I get my rice from Colombo. In good weather I get it by boat to Puttalam and then on by cart. In wet weather I get it by Kandy road. I get most *viá* Puttalam. I bring about one-tenth by Mátalé road and nine-tenths by Puttalam. I do not buy country rice. I sell my paddy. I sold 2,000 bushels to Jaffna traders at Rs. 1·25 per bushel about two months ago. I own 100 acres. My land is by far the best in Anurádhapura. I cannot say what the crop is, but from one bushel I get 20 to 25 bushels. I bought my rent and gave Rs. 80 or Rs. 90 as Government share.

287 *By Mr. Christie.*—My land is under Tissawewa. I once got two harvests.

288 *By the Chairman.*—Most of the paddy of this district is removed to Jaffna. I think more than 100,000 bushels of paddy and kurakkan are sent from Anurádhapura to Mannár and Jaffna districts. All carts bringing tobacco from Jaffna take back paddy, say 100,000 bushels. I think half of the crop is kept by the people. The people live on kurakkan and paddy. I think 2,000 or 3,000 bushels of kurakkan are sent to Jaffna during the year, and more than 10,000 bushels gingelly. No tavalams are used now, only carts.

289 *By Mr. Christie.*—Some carts come empty from Jaffna to fetch paddy. There is a scarcity of paddy in Jaffna this year.

290 *By the Chairman.*—Carts take from 30 to 50 bushels paddy, according to size of bulls. The carts go to Mannár, Mullaittivu, and Jaffna—about 1,000 bushels go to Mannár, about 80,000 bushels go to Jaffna.

291 I am about the largest cultivator in this district.

292 The Ratémahatmayá of Hurulu paláta is the largest owner.

293 The rice I get *viá* Mátalé is brought by rail to Mátalé.

MASTAN MOHIDEEN PITCHE, examined.

294 I am a trader in Anurádhapura. I have been here fifteen years. I trade in cloth and rice, and take contracts. I get rice for sale round the country. I get about 500 bushels a month all the year round. Last year I got more than 6,000 bushels. I get the rice from Colombo and take it to Puttalam by boat and then on by cart. When I want cloth or other things urgently I get *via* Mátalé, or when pilgrimages are on. I find it cheaper to get *viá* Puttalam. I think I get all rice *viá* Puttalam and cloth *viá* Mátalé. I buy paddy rents and send the paddy to Jaffna and Puttalam. I send 800 to 2,000 bushels to Jaffna. I purchased paddy rents to value of Rs. 7,000 this year. It all went to Jaffna. I also sell the paddy I get from my fields to Jaffna people. If there is good water I get 1,000 bushels from my land. I think half the produce of this district is sent to Jaffna. I cannot say what the produce of the district is.

295 *By Mr. Christie.*—I think about 8,000 or 9,000 bushels go from this district to Jaffna in a year.

296 *By the Chairman.*—I pay 49 cents in good and 56 cents in bad weather per bushel of rice for conveyance from Colombo *viá* Puttalam.

297 *By Mr. Christie.*—Most of the new lands round Anurádhapura are owned by traders. I employ cultivators. They are coast Tamils. They like coming here.

298 *By the Chairman.*—I have my relatives on the coast who send me coolies. I have about 25 at present. The coolies settle here with their families. When they have finished their sowing they go to their country and come back for the harvest.

D. GODAGE, Mudaliyár, examined.

299 I have been sixteen years in Anurádhapura—nine years as Muhandiram. I think there is a large export of paddy to Jaffna—about half is exported from the district, about one-fourth goes to Jaffna; the rest to Puttalam and Mannár districts. I think 100,000 bushels may be exported. About one-fourth of the kurakkan produced is exported. The whole produce of kurakkan is about 150,000 bushels.

300 *By Mr. Christie.*—I own lands under the tanks and have about 100 acres in cultivation. I employ both immigrant Tamils and Sinhalese. Most of the land round Anurádhapura is owned by traders.

301 *By the Chairman.*—I think that if there were a railway, people from Galle, Colombo, and Jaffna would come here to take up land, because the land is more suitable here.

302 *By Mr. Christie.*—When there is good rain more land could be cultivated; in bad years not. We have had sufficient water this year.

303 [The Meeting closed at 3.50 P.M.]

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304 The Hon. T. N. Christie and the Secretary left Anurádhapura for Mátalé on the night of September 16. The Hon. F. R. Saunders, C.M.G., and the Hon. G. S. Williams left Anurádhapura on September 17.

Resthouse, Matale, September 17, 1890.

The Hon. T. N. Christie met the Mátalé Committee: Mr. W. E. Davidson, Chairman; Mr. W. P. Fletcher, Public Works Department; Mr. R. S. Frazer; Mr. Daniel Joseph; Mr. Gunawardana, Secretary to the Mátalé Committee; Mr. A. G. K. Borron; Mr. J. H. Eaton, Police Magistrate.

305 A general discussion as to the advantages or otherwise of extension northward *via* Mátalé took place, and Mr. Davidson handed in notes of views of the Committee (see 29, page 39.) The opinions expressed by the Mátalé Committee were to the effect that a line northwards not passing through Mátalé would ruin the traders of the town and increase the loss to Government on the existing Mátalé branch line.

Council Chamber, October 13, 1890.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Christie; H. Bois, Esq.

306 *Decided,*—That an estimate, based on evidence collected, should be made of the total exports from the peninsula of Jaffna to other parts of the Island which could be served by the proposed railway.

307 *Resolved,*—That the traffic termed "through traffic" should first be considered, each item to be taken in the order printed in the amended estimate handed to the Commissioners at Jaffna.

308 CIGARS.—The Customs show an average export coastwise of 1,728 boxes per annum (see 61, page 69.) The Jaffna freight brokers (see 74 I, page 82) show an average of 1,675 boxes per annum. Savery Muttu Manuel Pulle stated in evidence (see 152, page 5) that two-thirds of the cigars go by sea and one-third by land. On this basis the despatch by road would be 576 on Customs sea figures and 558 on broker's figures, and total despatch by land and sea would be 2,304 and 2,233 respectively. The Commission decided to accept 2,500 boxes per annum.

309 TOBACCO.—Annexure G 1 (see 74 H, page 82) to the letter from the Jaffna Committee, dated September 27, shows a despatch by land of 94,781 bales during the year 1889.

The evidence shows that from 20 to 25 bales can be carried by one cart. Taking the average at 23 bales, the

94,781 bales would require 4,121 carts to remove them, or more than 11 carts a day. The tallies taken at different points along the road; and the evidence of toll rents and renters, where such is available, show an average of 10 or less carts a day, each way, as passing over the North road; the whole of the carts travelling southwards on the North road would therefore appear to be fully laden with tobacco, not leaving any carts available for other traffic.

310 *Resolved*,—That as there would appear to be some error or misunderstanding, further evidence be taken *re* tobacco by land, and that to facilitate inquiries, forms giving date of despatch of each consignment, destination of each consignment, name of consignor, and number of bales in each consignment, be printed and sent to the Jaffna Committee, with a request that the forms should be filled in by the traders who furnished the vouchers aggregating 94,781 bales.

		Cwt.
311	CHILLIES.—The Commission agreed to ...	2,500
	COPPERAH.— do. ...	20,000
	JAGGERY.— do. ...	5,000
	ONIONS.— do. ...	5,000
	SAFFRON.—Held over for further evidence.	
	ARRAPPO.—The Commission agreed to ...	500
	ELK AND BUFFALO HORN.—The Commission agreed to	400
	HIDE, LEATHER, &c.—Held over for further evidence.	
	BONE —The Commission agreed to ...	1,000
	OLA ULMAY BAGS.— NAAR BASKETS.— OLA BASKETS.— OLA MATS.— do. ...	250
	DYED CLOTHS.—The Commission agreed to ...	1,500
	YAMS.— MANIOCA.— PALMYRAH.— PINATU.— To be included under "Miscellaneous."	
	SHEEP.— GOATS.— BULLOCK.— CATTLE.— The Commision agree to enter Rs. 2,000 freight per annum under the head of "Livestock."	
	COCOANUT FIBRE	500
	COTTON	—
	POONAC, GINGELLY AND COCOANUT ...	2,000
	GHEE (2,000 gallons)	160
	ORCHILLA	100
	GINGELLY OIL.—Agreed to enter 8,000 gallons for all oils	645
	PASSENGERS.—To be dealt with at next Meeting.	
	PADDY FOR HORSES.—Commission agreed to 25,000 bushels	910
	RICE (omitted by the Local Committee).—Entered by Commission (12,000 bushels.)	
	AVERAM, INDIAN CORN, AND GALLNUTS.—To be treated as "Miscellaneous."	

At 5.20 P.M. the Meeting was adjourned until 1 P.M. on the 14th instant.

Council Chamber, October 15, 1890.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. T. N. Christie; H. Bois, Esq.

312 The through and intermediate passenger traffic was discussed and compared with figures furnished by the General Manager of the Railways showing the through traffic on the Colombo-Kandy line. (See 98, page 102.)

313 *Resolved*,—That as the evidence before the Commission would point to a very large reduction of the figures adopted by the Colombo memorialists or the Jaffna Committee (from Rs. 942,700 to about Rs. 170,000), the question of passenger traffic should be allowed to stand over until the next Meeting, at which the Hon. P. Rámanáthan would be present, and to proceed at this meeting with the consideration of the Jaffna Committee's estimate of "Up" traffic.

314 The Hon. the Principal Collector of Customs was requested to furnish the Commission with a table showing the exports from Colombo to Jaffna, classified. (See 92, page 100.)

		Per annum.
315	ARECANUTS.—The Commission agreed to...	7,000 cwt.
	METALS OF ALL KIND.— do. ...	3,000 "
	CURRY STUFFS.— do. ...	2,000 "
	PEAS, ULUNTHU.— MOCHAIKODDAI.— OATS.— GRAIN (KOLLU).— do. ...	7,000 bushel

RAW RICE.— BENGAL RICE.	To stand over until receipt of Customs Returns.	
SUGAR, WHITE AND BROWN	...	450 cwt.
KEROSINE AND ALL OTHER OILS	...	8,000 gallons
GINGELLY	... ...	10,000 bushels
COFFEE	... ...	100 cwt.
COTTON GOODS AND CHINTZ	... ...	1,500 bundles
PLATEWARE (EARTHENWARE)	...	15 boxes
GUNNY BAGS	... ...	800 bales
FURNITURE	... ...	3,000 pieces

The other items were held over until receipt of Customs Returns. 316

The Commission adjourned at 4 P.M. until 3 P.M. on October 16 (subsequently altered to 1 P.M).

Council Chamber, October 16, 1890.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Christie; H. Bois, Esq.

The Secretary distributed printed proofs of the tables handed in at Jaffna. (See 47, 48, and 51 to 73, pages 48 to 51 and 64 to 76.)

The question of passenger traffic was discussed again with Mr. Rámanáthan, and the Committee decided to enter Rs. 200,000 provisional for the whole of the coaching traffic (through and local, including parcels and mails)— 317

Estimate of the 15th	...	170,000
Allowance ...	...	30,000
		200,000

A telegram was sent to the Government Agent, Kurunegala, asking him to send result of observations of traffic in his Province. 318

The Meeting adjourned at 3 P.M. until Thursday, the 23rd instant, at 1 P.M.

Council Chamber, October 23, 1890.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Chirstie; H. Bois, Esq.; W. Bowden Smith, Esq.

Read and discussed the printed report of the Kurunégala Railway Committee. (Annexure 81, page 84.) 319

Decided to call all traffic southwards "Down" traffic and traffic northwards "Up" traffic.

Table G, *page* 88.—Agreed to pass the following figures for down traffic:— 320

	Tons.
COCOANUTS	800
COCOANUT OIL	850
COPPERAH	300
PLUMBAGO	7,500
TIMBER	450
SALT	300
TOBACCO	50
SUNDRIES	3,500
	13,750
Decided to deduct from this the 1,000 tons local traffic added on by the Kurunégala Committee in paragraph 28 of their report and 1,500 for Kégalla	2,500
Passed total of down goods traffic ...	11,250

Up Traffic (from Polgahawela to Kurunégala).—Decided to enter the following:— 321

	Tons.
RICE	2,500
CLOTH, &c.	450
ARRACK	200
WHEAT FLOUR	1,400
SUNDRIES	1,200
	5,750
From this deduct Kégalla traffic ...	1,750
Leaving	4,000

Passengers, ordinary and pilgrims, and coaching traffic, Rs. 40,000 322
Cattle, head, 500

Mr. Rámanáthan does not agree to the amount allowed for coaching traffic as he considers it too low. 323

Agreed that date of next meeting should be fixed by Chairman as soon as tobacco returns received from Jaffna and cart returns from Mátalé and Kurunégala.

The meeting adjourned at 4.35 p.m.

Council Chamber, November 13, 1890.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Christie; Mr. W. Bowden Smith.

324 The Secretary circulated the drawings which accompanied letter No. 1,872 of November 6, 1890 (see 117, page 111), from the Director of Public Works, and tables furnished by the General Manager of the Railway. Decided to go on with Kurunégala traffic.

325 On reconsideration of figures entered on October 23 in connection with detailed statement of Polgahawela Station traffic supplied by the General Manager (see 85, page 93), it was found that the traffic dealt with at the Polgahawela Station during 1889 (exclusive of railway material) was 17,767 tons. Allowance was then made for traffic from Kégalla side of line and estates, &c., which would continue to use the Polgahawela Station, and 17,000 tons were entered for traffic on section Kurunégala to Polgahawela.

326 *Coaching Traffic.*—The returns furnished by the General Manager (table 86, page 93) showed that had all the coaching traffic dealt with at Polgahawela Station during 1889 travelled over the section to Kurunégala, the coaching revenue of that section of 12 miles would have been Rs. 21,792·24—this without any deduction for traffic to or from Kégalla side of line.

327 Decided that the Kurunégala Committee had evidently over-estimated the passenger traffic, but that as all available passenger traffic would certainly come to a railway as soon as opened, 50 per cent. should be added to the present figure, and Rs. 33,000 were entered for coaching traffic.

328 Resolved to sit at Kandy on November 24 and Mátalé on November 25, to take evidence *re* tobacco traffic.

The Meeting adjourned at 5.20 P.M. until 3 o'clock P.M. on November 14, at the Treasury.

General Treasury, November 14, 1890.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

329 Circulated further letter from Director of Public Works, dated November 14, *re* Railways on 3 ft. gauge (see 118, page 115), and letter from the Assistant Government Agent, Kégalla, *re* Kégalla traffic at Polgahawela station. (See 83, page 92.)

330 Decided that the estimate of traffic available for transport from Jaffna, as entered on October 13, should be reconsidered in connection with the additional statistics supplied by the Government Agent, Northern Province, with his letter dated October 31, 1890. (See 50, page 51.)

331 Agreed to enter—

	cwt.
Cigars	7,500
Tobacco	80,000
(Subject to further revision after Meeting at Mátalé.)	
Hide or leather	3,000
Bags, baskets, and mats, to be altered from 300 cwt. to	1,250
Dyed cloths to be altered from 1,500 to	500
Gingelly and cocoanut poonac to be altered from 1,000 cwt. to ...	500
Arrack to Vavuniya-Vilankulam ...	75
Lime to Colombo	2,000

The Meeting adjourned at 5.15 P.M.

Kandy Kachcheri, November 24, 1890, 8 a.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.

Armogan (16).

332 *By Chairman.*—I do not deal in tobacco; I deal in cigars. I never get tobacco from Jaffna. I have no principal in Jaffna; I go and fetch them myself. I do not know K. Armogan, of Ploly west. I am not Suppramanian K. Armogan, of Kandy; I am Kander Armogan, not S. Armogan.

V. Sinnatamby (35).

333 *By Mr. Rámanáthan.*—I am V. Sinnatamby, the father V. S. Siragoroonathan, of Jaffna.

334 *By Chairman.*—I deal in both cigars and tobacco. Only my son consigns to me from Jaffna, not any one else. I get about 1,500 packages of cigars and tobacco; of these, 100 are boxes of cigars, but each box is entered in account as equal in weight to 3 to 5 bales. I would say that the 100 boxes of cigars would be represented by 300 packages, and the balance would be 1,200 bales of tobacco. The reason why cigars are entered as several bales is because we pay carters accordingly. I only have a place in Kandy, not at Mátalé. During three months I get by ships, and the rest of the year in carts. For October, November, and December all cigars are sent in ships. Tobacco is not sent by ship, as it would be too costly. In three months I got 25 boxes of cigars by ship and the rest 75 boxes came by cart. Yes, I got 1,200 bales of tobacco and 75 boxes of cigars by cart. Occasionally I sent on from Mátalé by rail, but on most occasions I sent by cart. I engage carts at Mátalé to bring the tobacco into Kandy. Yes, I transship from Jaffna to Central Province cart at Mátalé. The reason why we cart is because it is cheaper, and the tobacco is delivered at our boutique doors. If sent by rail we have to make out a consignment note, cart to railway at Mátalé, then again at Kandy we have to cart to boutique.

335 *By Mr. Williams.*—A Central Province cart will carry twice as much as a Jaffna cart.

336 *By Mr. Rámanáthan.*—A Jaffna cart will carry ten bales and two or three boxes cigars. The re-loading at Mátalé is done by the Jaffna carter. The Jaffna carter loads the tobacco into Central Province carts and then the carter comes by rail to see me. I pay separately for the cartage from Mátalé to Jaffna.

337 *By Chairman.*—I provide the carts with a return load—sometimes coffee, empty boxes, tea. Carts that come with tobacco I load with two or three cwt. of stuff. I provide return loads for about one-tenth of the carts which arrive loaded. I have no proper accounts here. I should have to get them from Jaffna. There may be a difference of 100 bales on the 1,200 bales, more or less. My son gives the carter a chit showing quantity in cart. I endorse the chit and return it to my son. I keep no record myself. The daily sales are entered in a book.

338 [Sinnatamby was then asked to go and refer to his books and come again at 3 P.M., and to state more accurately what he had received during the year—the year to be last year.]

339 I consider I am the principal dealer, but there are several other big dealers, but they sell at Anurádhapura, Mátalé, &c. I bring all in to Kandy. The large traders are Sinnappu.

340 *By Mr. Rámanáthan.*—I cannot say how much tobacco is consumed in the Central Province. I cannot say how many bales are imported. I cannot say how many bales come by cart.

Thamber Paramu (17).

341 *By Chairman.*—I am a tobacco dealer. I get tobacco from Jaffna, but I sell part on the road. I cannot say how many bales leave Jaffna consigned to me. My brother sells the tobacco on the road. I keep the Kandy accounts. I get about 500 bales at Kandy. I get that by cart. Occasionally I put in rail at Mátalé. In October, November, and December we occasionally put in ship and bring by rail from Colombo. The 500 bales do not include any cigars. I do not get cigars. Yes, I get about 500 bales of tobacco delivered a year in Kandy. This does not include any of the tobacco consigned to other towns. At present I represent the firm at Kandy. Kasinather Tambi is my father. His initials are the firm's. My brother Eliyatambi is now at Gampola. Yes, I have got accounts. It would be inconvenient for me to look at my accounts to-day. I get tobacco from my father at Jaffna; also from my brother. We trade under one firm. I cannot say what quantity the firm despatch from Jaffna.

342 *By Mr. Rámanáthan.*—The other traders are Sinnappu, Chinnambalam Murugasel. The biggest traders are Vellupulle, Armogam, and Armon Velupulle; but Sinnatamby is the biggest. The tobacco for Gampola goes by rail.

Candiana Sinnappen.

343 *By Chairman.*—I am a dealer in tobacco. I get tobacco from Sina Candiana, my father, at Jaffna. I do not get tobacco from either C. Vellupillai or S. Sinnappen (see 68 and 72). I do not know any dealer called Cander Sinnapper. I cannot say exactly how many bales are despatched from Jaffna, but I received 300 to 400 bales from April last to date at Kandy. I was not here last year, and am unable to say what arrived during that year.

I do not expect any more tobacco between this and January. I was in Kandy last January. Since last January I have received under 600 bales. Yes, I would consider 600 bales for Kandy a fair average for one year. Yes, if I go home and look at my books I can give more exact figures.

344 [Was then asked to obtain this information and return with it at 3 P.M.]

345 *Mr. Rámanáthan.*—I do not know how much is sold on the road, but what is not sold comes to Kandy. None is sold on the Jaffna side of Elephant Pass. The sale commences about 50 miles this side of Elephant Pass, but the most part of the consignment is sold at Mátalé. People from other towns go to Mátalé and purchase. Even the Kandy people go to Mátalé and purchase. The 600 bales I mentioned are the bales left over at Mátalé. There are other men of my standing—S. Vetalingen, Senmogam Sellappu. Most of the consignments reach me by cart; very seldom by rail. The leading cigar trader is Sinnatambi, who has been already examined. Sana Tambipulle is equal to him in cigars.

SINNAH VYTILINGAN (75).

346 I am a tobacco trader. My father sends to me from Jaffna. S. Canagaratne (75) is my younger brother there. I only have an account of bales I have in Kandy. January 30, 1890, to November 20, I received 1,020 bales tobacco. I have cigars separately (24 boxes), and I sent in return 13 empty boxes. I also get tobacco *viâ* Colombo, but that goes directly to Hatton and other places. I get that (the 1,020 bales) by cart the whole way. Of this number some come by rail and some by cart from Mátalé. I do not expect any more tobacco until January next. I have not a branch at Mátalé, but an agent travels with cart and sells all along the way. I do not know how much was despatched from Jaffna.

The Meeting adjourned at 9.50 until 12.30.

Reassembled at 12.30, November 24, 1890.

347 SINNATAMBY (35) handed in a list of tobacco received by him.

348 *By Chairman.*—This is all the tobacco I received. I have no agent at Mátalé, and I do not take charge of any tobacco belonging to others. I do not act as agent. Sinnappu and Paramu deal in larger quantities of tobacco than I do, but they do not bring it in to Kandy. If there are no boxes of cigars they get 15 bales into a cart, if with cigars 10 bales. I sometimes get 20 or 25 carts of tobacco at one time.

349 *By Mr. Rámanáthan.*—Return No. 35 from Jaffna was read out to him. He then stated that he had two sons, and that the son who was in the tobacco business was at Kandy at the time this return was made out, and that the return was probably made out by the other son, who knows nothing of the business.

K. KANTHIAH (74).

350 I am a tobacco merchant. I get tobacco from M. Elliatamby (74). Two men managed the business before I did. From June to October I have received 292 bales. I hand in statement. A man in charge of the tobacco is authorised to sell on the road if he gets a good price. Of my tobacco nothing has been sold on the road. All the tobacco consigned to me comes in to Kandy.

351 *Mr. Rámanáthan.*—The 292 bales I have given belong to Eliyatamby, but I also receive my own tobacco, of which I keep a separate account. 204 bales of my own tobacco were sent to me by Eliyatamby in addition to the 292 belonging to Eliyatamby :—

August	8	...	27
July	11	...	20
August	22	...	20
Do.	28	...	20
Do.	22	...	7
September	28	...	30
August	16	...	40
September	4	...	40
			204

352 I also brought 40 bales myself. I know Sinnatambi (69), but I never got tobacco from him. K. Canthiah, to whom he says he consigned his tobacco, is myself. There is no other person of this name.

CANDIANA SINNAPPU recalled.

353 I do not know C. Vellupulle (68) or S. Sinnappu (72), neither do I know any one in Kandy called Kandar Sinnappu.

ARMOGAN VALLIPULLA (13).

I received 466 bales from K. Armogan during twelve months. A man accompanies the carts from Jaffna, who sells all along the road to Mátalé and at Mátalé. The rest comes in to Kandy. The 466 bales is the rest. More than half is sold on the road. I do not receive from any one else but K. Armogan. 354

ARMOGAN ALVARPULLE (23).

I get tobacco from V. Armogan. I hand in statement showing that 780 bales reached me from January to December. I do not know how much was sold on the road. I cannot say if more is sold on the road than reaches me. 355

K. ARMOGAN.

By Mr. Rámanáthan.—I and Suppramanian receive tobacco from Karvery Armogan, of Ploly west. This year I have received 600 bales at Kandy, but I know that a good lot has been sold on the way. The tobacco is sold from Vavuniya-Vilankulam downwards, some to boutique-keepers and passengers. Most of the sales are made at Mátalé and taken by rail to different parts. 356

KAN SITAMPARAPULLE (25).

V. Thampu of Ploly west is my brother. I received in Kandy from him 401 bales since April. My brother kept the accounts before that. He is now in Jaffna. I do not know what was sold on the road. 357

MUTHU THAMBY.

I live in Eliyatamby's boutique and keep his accounts. Thambipillai (149) sends him tobacco. Eliyathamby received 396 bales for the twelve months ended March 31, in Kandy. A lot of bales were sent to Náwalapitiya, Badulla, &c. I do not know particulars. It is sent by rail to Náwalapitiya, &c. To Kandy we bring by cart from Mátalé. 358

He was the last witness present. The Commissioners decided to consider the quantity of the ascertained trade which would probably be transfered to the railway if opened. 359

Agreed to assume rates equal to three quarters of the present Main line rates, because the line being long and level the rates should be lower than the Main line, which has the Kadugannawa incline. 360

CIGARS.—Agreed that if cigars are classed as second class goods, the same as tobacco, the railway would compete for this traffic both with carts and with vessels—⅞ of the ascertained traffic, cwt. 7,500, were entered for the railway, viz., cwt. 5,000. 361

TOBACCO.—At present cwt. 20,000 is shown to go by sea and 60,000 cwt. is said to go by land; a large quantity of the latter is said to be sold on the road. Agreed that 10,000, cwt. should be taken off for the roadside traffic and that 50,000 should be entered as through traffic by rail. 362

CHILLIES.—At present only 800 cwt. go by sea. Agreed to enter 2,000 as traffic for the railway. 363

COPPERAH.—As the Government Agent states that the copperah can be conveyed from Jaffna to Colombo by boat for Rs. 7 a ton, and as the railway could not compete with this, it was agreed to enter 2,000 cwt. only. 364

		Cwt.
JAGGERY ...	Agreed to enter ...	500
ONIONS ...	do. ...	1,000
SAFFRON ...	do. ...	—
ARAPPO ...	do. ...	250
DEER HORNS ...	To be classed as intermediate ...	—
HIDES ...	do. ...	—
BONE ...	do. ...	—
BASKETS AND MATS ...	Agreed to enter ...	500
CLOTHS ...	If made second class, agreed to enter ...	500
CATTLE ...	Agreed to Rs. 2,000 ...	—
COCOANUT FIBRE ...	— ...	—
COTTON ...	Agreed to enter ...	500
GINGELLY AND COCOANUT POONAC ...	do. ...	500
GHEE ...	do. ...	100
ORCHILLA ...	do. ...	—
GINGELLY AND OTHER OILS ...	do. ...	400
PADDY FOR HORSES ...	do. ...	—
RICE ...	do. ...	300
LIME ...	do. ...	500
FISH, DRIED AND SALTED	do. ...	5,000
SALT ...	do. ...	200
MISCELLANEOUS TRAFFIC	do. ...	2,000
	Total ...	12,250

365

The Meeting adjourned at 4.45 P.M.

Matale Resthouse, November 25, 1890, 9.15 a.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G., the Hon. T. N. Christie.

366 Decided to go over the memorandum and letters received from the Mátalé Committee and the Assistant Government Agent, Mátalé.

This was done, and Commission adjourned at 10.10 A.M. until 11.15 A.M.

Reassembled at 11.30 a.m.

Messrs. Saxton and D. Joseph were present as representing the Mátalé Committee.

Mr. D. Joseph kindly interpreted for the Commissioners.

S. P. Ramalingen.

States that he represents K. Cadiramer.

367 *By Chairman.*—Cadiramen Sanmogan sends tobacco to me on commission. I do not keep account of tobacco sent to me for sale on commission; it may be 200 bales. I keep accounts of my own tobacco. Casinader Supper of Jaffna is the consignor of my tobacco. (See 78, page 3 of Evidence.) I get about 2,000 bales a year from Supper; up to date this year I received 1,981 bales of tobacco, that is, from January 1. I sell this tobacco to petty traders from my boutique here. I sell 40 to 50 bales in one lot. This goes to Dikoya, Hatton, &c., by train. I do not send it myself. I sell to tobacco traders here and men coming from other places to buy. I sell for cash, and keep no record of the buyer. The tobacco comes in carts. The man who comes with the carts has authority to sell; he takes the money back to sender and I take the balance bales only. I do not know how much is sold on the road.

Superamania (Sinnayah's brother).

368 I am Supermania Sellappah, of Alvay north. I used to send tobacco from Jaffna to Sinnayah of Mátalé. Sinnayah is my brother; he is here, but cannot leave the boutique. I sent about 500 bales from Jaffna. I have no account. The voucher produced is in my handwriting.

Katheratamby Nagalingen.

369 I am a tobacco trader in Mátalé. I get my tobacco from Peria Ramen of Jaffna. I get about 400 bales from him, and about 600 I buy from carters at Mátalé at the cart stand. (See voucher 22.) I deal with the carters as if they were owners. P. Ramer consigns to me from Jaffna; he used to come with it himself; this year he has not done so. The quantity I mentioned I got this year.

Superamanian Sangalingen.

370 *By Mr. Joseph.*—I am a cart contractor and contract to take tobacco from Mátalé to Kandy. There is one other contractor who does this work.

371 *By Chairman.*—We divide the trade between us. I cannot say how many carts I take, but I think I take about 6,000 bales. I load 25 bales to a cart.

372 *By Mr. Christie.*—A Kandy cart takes more than a Jaffna cart.

373 *By Chairman.*—A Jaffna cart takes about 20 bales: a bale weighs about 1 cwt.

374 *By Mr. Christie.*—It goes by road instead of by rail, because it is more convenient for the tobacco trader at Kandy, as it is delivered at his boutique door. I cannot say if a larger proportion of tobacco coming into Mátalé leaves it by rail or by road. I think only tittle tobacco is sold on the road between Jaffna and Mátalé. Carts never arrive here empty; they do sometimes come with a reduced load. My carts generally bring back rice and sundries from Kandy. They are not always loaded back. The rate for tobacco to Kandy is 25 c. a bale. The cart contractor pays the tolls.

Sokalingam Canjemalai.

375 *By Chairman.*—I am a cart contractor for carts between Mátalé and Kandy. There are only two such contractors, the last witness and myself. I take about 900 bales of tobacco a year to Kandy.

376 *By Mr. Christie.*—The tobacco taken by the other man and myself is all the tobacco that leaves Mátalé by road. Yes, my portion of the traffic is represented by about 45 cart loads. I also have a boutique; my cart business is small. Tobacco is only taken to Kandy by cart, not to any other place.

376a Mr. Daniel Joseph stated that about 2,000 bales of tobacco are consumed locally in the Mátalé district.

Mr. D. Joseph.

377 *By Mr. Rámanáthan.*—I estimated the number of passengers who travel through between Mátalé and Jaffna at 18—viz., 8 Mátalé to Jaffna and 10 Jaffna to Mátalé. I think the pilgrims have been under-estimated by the Mátalé Committee.

There were no further witnesses.

378 Mr. A. G. K. Borron called and expressed his views generally to the Commission. They were adverse to a railway to Jaffna, but he considered that if made it would be better to make it *via* Mátalé than *via* Kurunégala. Thought a great deal might be done with tramway along the North road, first worked by bulls or horses and eventually by steam.

The Commission then went on considering the traffic available for the railway.

379 Agreed to enter for conveyance by railway through from Polgahawela to Jaffna:—

	Cwt.
Arecanuts	2,000
Iron	1,000
Curry Stuffs	1,000
Peas to Grain (4 to 8)	1,000
Sugar	450
Oil	250
Coffee	100
Cotton Goods	3,000
Platewares	300
21 to 24	50
Gunny Bags	250
Arrack	200
Cement	3,000
Beverages	250
Sundries	750
Paint and Linseed	100
Furniture	250
Empty Cases	200
Tea to Books...	100
Sundry Items in Customs returns not entered by Jaffna Committee	4,200
	19,650

380 Sectional Traffic.—Agreed to divide the line into two sections, viz., Kurunégala to Anurádhapura and Anurádhapura to Jaffna.

381 Agreed, after carefully considering the evidence available, to enter 3,500 tons for section Kurunégala to Anurádhapura, 69 miles; to enter 2,000 tons for section Anurádhapura to Jaffna, 120 miles.

The Meeting closed at 4.30 P.M.

Council Chamber, December 11, 1890, at 2.30 p.m.

Present:—The Hon. F. R. Saunders, C.M.G., in the Chair; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

382 Decided to go through the estimates of traffic again with the view of finally settling the smaller items about which detailed evidence is not available, and to do this on the principle of taking the highest imports or exports to or from Western and Southern Provinces, as given by the Government Agent, Northern Province (see 50 C and 50 E, pages 55 and 58), and to make, in some cases, an allowance for present land traffic and then to enter the total as available for the proposed railway.

Down Traffic.

383 Tobacco.—The evidence at Mátalé worked out as follows:—

	Tons.
Carted from Mátalé to Kandy ...	345
Sent by rail from Mátalé ...	161
Consumed locally	100
Total Tobacco reaching Mátalé...	606
Entered by Kurunégala Committee as passing the Kurunégala-Balala and Kurunégala-Dambulla roads ...	150
Carried forward...	756

	Tons.	Tons.
Brought forward...	756	—
Estimated local consumption along the Central road	100	—
Export by sea	1,090	—
Total available as per evidence...	1,946	—
Added by Commissioners to cover any omissions	554	—
and agreed to enter for the railway	—	2,500

384 COPPERAH.—That in view of the statement that copperah is now conveyed from Jaffna ports to Colombo at Rs. 6·50 per ton, copperah would not go by rail, but to cover any chance consignment it was agreed to enter 100

385 CIGARS.—Highest export 312 tons—agreed to enter for railway 370

CHILLIES.— do. 40 „ do. ... 50

JAGGERY.— do. 42 „ do. ... 50

ONIONS.— do. 3 „ do. ... 25

SAFFRON.—Included in Miscellaneous.

ARAPPU.—Highest export 12½ tons—agreed to enter for railway 15

DEER HORN.—, HIDES.—, BONES.— } Included in intermediate.

OLA UMAL BAGS.—, NAAR BASKETS.—, OLA BASKETS.—, OLA MATS.— } Highest export 79 tons—agreed to enter for railway 100

DYED CLOTHS.—Highest export 14 tons—agreed to enter for railway 25

YAMS.—, PALMYRAH ROOTS.—, PINATU.—, COCOANUT FIBRE.— } Included in Miscellaneous.

COTTON.— Nil 25

GINGELLY POONAC.—, COCOANUT POONAC.— } Highest export 14 tons—agreed to enter for railway 25

GHEE.—Highest export 7 tons—agreed to enter for railway 10

ORCHILLA.—Included in Miscellaneous.

OILS OF KINDS.—Highest export 2 tons—agreed to enter for railway 20

MISCELLANEOUS.—The highest export of all other articles is entered by the Customs as 797 tons. The average being only 136 tons—agreed to enter 800

DRIED, &c., FISH.—The Customs returns show that 1,263 tons were exported one year, the average being 974 tons—agreed to enter half the highest 600

Total Down Traffic for Railway... Tons 4,715

386 *Up Traffic.*

	Highest Import Coastwise from Southern and Western Provinces. Tons.	Agreed to enter for Railway. Tons.
ARECANUTS ...	277	275
METALS ...	68	70
CURRY STUFF	72	75
PEAS ... ULUNTHU ... MOCHAI RODDAI OATS (KADALAI) GRAIN (KOLLU)	50	50
RAW RICE ...	—	—
WHITE SUGAR, BROWN SUGAR	26	30
OILS OF KINDS	49	50
BENGAL RICE	7	10
GINGELLY ...	—	—
COFFEE ...	5	5
COTTON GOODS, CHINTZ ...	158	160
PLATEWARE...	23	25
CAMPHOR ... CRACKERS ... MATCHES ... CATCHU ...	8	10
GUNNY BAGS	24	25
ARRACK ...	10	10
CEMENT ...	352	350
BEVERAGES ...	12½	15
SUNDRIES ...	90	90
PAINT ..., LINSEED ...	6	6
Carried forward ...	—	1,256

Up Traffic.

	Highest Import Coastwise from Southern and Western Provinces. Tons.	Agreed to enter for Railway Tons.
Brought forward...	—	1,256
FURNITURE ...	12½	15
UMBRELLAS ...	1	—
EMPTY CASES	24	25
TEA ..., MUSTARD FROM COLOMBO ..., WHEAT ..., COIR BAGS ..., AMERICAN FLOUR ..., GUNPOWDER ..., SHOT ..., SALTPETRE ..., SULPHUR ..., TWINE ..., SUGARCANDY ..., BOOKS ...	15	15
SUNDRY ITEMS in Customs returns not entered by Jaffna Committee	579	580
Total Up through Traffic for railway		1,891

Sectional Traffic to remain unaltered, viz. :—

Kurunégala-Anurádhapura (69 miles) 3,500 tons. 387
Anurádhapura-Jaffna (120 miles) 2,000 tons.

The Meeting adjourned at 4 P.M. until 2.30 P.M. on Friday, December 12.

Council Chamber, December 12, 1890, 2.30 p.m.

Present :—The Hon. F. R. Saunders, C.M.G., Chairman ; the Hon. G. S. Williams ; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

Decided to revise the estimate for Kurunégala-Polgahawela section. 388

Agreed that 19,000 tons of goods should be entered for this section, as it might be fairly assumed that the opening of the railway to Kurunégala will attract an amount of traffic which does not now reach the railway, to equal to the amount of Kégalla traffic now included in the table of traffic dealt with at Polgahawela station, and which amounts to 19,055 tons for the eleven months ending November 30, 1890. 389

That the Rs. 33,000 entered on November 13 as coaching traffic on the Polgahawela section should be entered as additional to the portion of Rs. 200,000 entered for the through line, Polgahawela to Jaffna, on October 16. 390

Agreed to enter Rs. 2,000 (?) as savings on upkeep of Polgahawela-Kurunégala road. (See 84, page 92.) 391

Agreed to enter as savings on immigration charges Rs. 20,000, this being the amount given by Mr. Twynam in his evidence (see 249, page 7). 392

The subsidy now paid by Government on account the ss. Lady Gordon is Rs. 37,500, but as it was considered that even if a railway were built to Jaffna the steamer would have to run for ports other than Jaffna, only half the present subsidy, viz., Rs. 18,750, was entered as saving. 393

After discussion it was decided that the railway should go *viâ* Polgahawela and Kurunégala, because, although the distance from Jaffna to Peradeniya junction by this route is 12 miles longer than by the Mátalé route, the distance from Jaffna to Colombo by the Kurunégala route is 38 miles shorter than the Mátalé route, and the bulk of the traffic entered is shown to be for Colombo. 394

The Meeting adjourned at 5.30 P.M. until 12.30 P.M. on Wednesday, the 17th instant, at the Treasury.

Council Chamber, December 16, 1890, 12.45 p.m.

Present :—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams ; the Hon. P. Rámanáthan, C.M.G. ; W. Bowden Smith, Esq.

This Special Meeting was called to consider the Interim Report to be laid on the table of the Legislative Council on the 17th instant. 395

This was done, and the Meeting adjourned at 3 P.M. until 7.30 A.M. on the 17th instant, at Guyscliff.

Seyselif, December 17, 1890, 7.30 a.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. T. N. Christie; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

396 Considered the revised proof of the Interim Report and agreed to certain final alterations.

397 Discussed what further evidence should be taken, and agreed that the Secretary should write to Messrs. Waring, Oliver, Pearce, Waddell, Cantrell, and Grinlinton, and ask them to attend and give evidence at the next Meeting, and that Mr. MacBride should be examined if he returned from India at a sufficiently early date.

Adjourned at 9.40 A.M. until Thursday, January 8, 1891, at the Council Chamber.

Council Chamber, January 8, 1891, 12 noon.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; W. Bowden Smith, Esq.

MR. WARING, Chief Resident Engineer, Haputale Railway Extension, called at 1 P.M.

398 *Question* I.—Clause 4 of the interim report was read to Mr. Waring, and he was asked if, with his general knowledge of the country, he thought a line could be made from Kurunegala to Jaffna for less than Rs. 40,000 a mile.

Mr. Waring replied:—I have no knowledge whatever of that part of the country, but would state that lines on the 5 ft. 6 in. gauge have actually been made for less than Rs. 40,000 per mile. I see no reason why, given the most favourable conditions, a line on the 5 ft. 6 in. gauge could not be constructed, including rolling stock and stations at Rs. 40,000 a mile. The Pártri Railway in India, which is a 5 ft. 6 in. railway with 48 lb. rails, is stated to have cost Rs. 35,929 per mile. Such a light railway could only be made in a light country. It could not be made over a heavy country with sharp curves and heavy gradients. For instance, the West India Portuguese Railway, which mounts the Western Ghauts, although a metre gauge railway, has 62 lb. rails, which indicates that it is a heavy line.

399 I am of opinion that the present gauge would be cheaper, because, adopting the metre gauge, although you might save £300 a mile in construction, you must supply the line with everything, from the smallest to the largest, new workshops, &c. You cannot draw on the existing line for anything, or you must put down an additional line from Polgahawela to Colombo at a cost of Rs. 12,000 a mile to obtain the benefit of the Colombo workshops. The Colombo yard would have to be relaid to accommodate the vehicles of both descriptions.

400 Yes; although the cost of construction on the metre gauge would be some £300 a mile less than on the 5 ft. 6 in., I think that the equipment of the metre gauge, with separate rolling stock and workshops, or an additional line to Colombo, would bring up the cost of the metre gauge line, when equipped, to as much or more than the cost of the 5 ft. 6-in. gauge.

401 I would state that I have no preference for any one gauge *per se*: had the present line been on the metre gauge, I would as strongly recommend a continuance of that gauge.

402 *Question* II. (The kind of railway considered most suitable for the transport of traffic mentioned in 103, page 104).—I think that the railway I contemplate as being made on existing gauge for about Rs. 40,000 a mile would carry the whole of the traffic shown for the Jaffna line in addition to the 20,000 tons of Kurunegala-Polgahawela traffic.

403 I advocate a light line on the present gauge rather than any break of gauge.

404 *By Mr. Bowden Smith.*—I have never constructed any narrow gauge railway, neither have I seen one. Knowing what I do of the country through which the present line now passes, I should, supposing the railway were not built, advocate at 4 ft. 8½ in. gauge—certainly not a metre gauge.

405 I do not think that a narrow gauge train, with the overhang usually claimed for the vehicles on such a line would be safe on the Pattipola Pass owing to the strong wind there.

406 The difference in width of construction between a narrow gauge and broad gauge (metre and 5 ft. 6 in.) is about 2 ft., but if the narrow gauge carriages are made of the same width as the broad gauge, there will be no saving in cuttings, overhead bridges, or girder bridges which rise above the level.

407 *By Mr. Williams.*—By a light railway I mean a 50 lb. rail with an engine which will easily draw, if curves and gradients are favourable, more than a brake van with three or four wagons, two thirds, and one first and second composite.

408 *By the Chairman.*—The working expenses of the railway could be better given by the General Manager of the Railway. The working expenses of a railway are divided into two parts, viz.:—(1) Fixed charges, such as management, superior supervision, station staff, &c. I have read that in India these working expenses are about Rs. 30 per mile per week. (2) The running charges, such as fuel, running staff, &c., would fluctuate with the traffic. (See 120 to 125, pages 117 and 118.)

409 I am of opinion that before you can obtain any reliable estimate as to cost of construction or working expenses, a proper railway survey should be made.

410 *By Mr. Bowden Smith.*—By simply travelling through the country I could not give a reliable estimate. I could only form an opinion as to whether the line would be a difficult or easy one, and if the country is wooded, very little knowledge could be obtained by travelling along the road.

411 *Question* III. (The probable cost of survey for a railway from Polgahawela to Jaffna.)—I think a survey could be made for Rs. 250 to Rs. 500 a mile, but this of course is a very rough estimate, not having seen the country. I consider that specially trained railway engineers are necessary if the survey is to be done at all, and that it would not be wise to employ engineers who are not experienced railway engineers, unless they work under the guidance of a trained railway engineer.

412 *By the Chairman.*—The cost of the survey of the Alutgama-Mátara line is under Rs. 400 per mile.

413 *By Mr. Bowden Smith.*—I do not think that, with a fairly level country, such as I understand the Jaffna line to be, a survey should cost more than Rs. 400 a mile, and the survey would do for estimating a railway on any gauge, broad or narrow.

414 [Mr. Waring undertook to send in a paper showing how he makes up the Rs. 40,000.] (See 104, page 104.)

MR. OLIVER, examined, states:—

415 I do not know the country between Jaffna and Kurunégala. I have no idea of the general character of the country. If there were no railways in Ceylon, I think that, if there were a chance of connecting Ceylon with India, I should have recommended the adoption of the present gauge of 5 ft. 6 in., and failing that 4 ft. 8½ in. I should not have recommended a metre gauge.

415*a* The cheapest rate at which I should consider that a railway could be made would be about Rs. 40,000 a mile. This would be a light railway on present gauge—rails about 50 lb. per yard; engine weighing about 25 tons. I may say that before coming here I knew generally particulars of Mr. Waring's figures, and I agree with him.

415*b* With a few weeks' reconnoitering I think an approximate estimate might be made, but this would be entirely without sections, and would merely enable me to say if I think the railway could be made for Rs. 40,000 or Rs. 50,000 a mile. For a correct estimate I consider a survey necessary.

415*c* I am decidedly of opinion that it would be better to continue the line on the present gauge as a light railway in preference to altering the gauge.

415*d* I do not think that 200 miles of new railway would be sufficiently long to counterbalance the disadvantage of breaking gauge. I do not think it would be cheaper in construction considering the collateral expenses. I think the estimate for the Chilaw line might be reduced if it had to convey only a very light traffic.

415*e* [The estimate of traffic for Polgahawela to Jaffna line was then read to Mr. Oliver.] Yes: I think it could be reduced for the traffic mentioned. For a 5 ft. 6 in. railway with 50 lb. rails, cheaper stations, and a reduction in the rolling stock, the estimate could be reduced to Rs. 70,968 a mile. The high cost is due to the bridging, which is Rs. 13,749 a mile.

415*f* [Mr. Oliver was asked to hand in a statement showing how the Rs. 70,968 per mile is made up.] (See 105, page 105.)

416 I do not think the estimate for a line to Chilaw could be reduced below Rs. 70,968. In estimating Rs. 40,000 a mile, I presume there will be less bridging, no fencing, lighter stations, and the stations further apart than on the Chilaw line, and a less cost for land.

417 [Mr. Oliver was asked to state how the Rs. 40,000 was distributed.] (See 105, page 105.)

418 *By Mr. Bowden Smith.*—I have never had anything to do with the construction or working of a narrow gauge line. I have surveyed for a narrow gauge line. For a survey it does not matter what kind of railway is to be built.

The survey would be the same for all. Sharper curves should not be used for a narrow gauge line than have been used in Ceylon on the 5 ft. 6 in. gauge. A narrow gauge line would not reduce the distance. The survey of the Chilaw line cost about Rs. 300 a mile. I did it all myself. This included my salary.

Mr. WADDELL, examined, states :—

419 I am an officer in the Public Works Department. Before joining the Public Works Department I had some experience in railway construction. I only have experience in the construction of narrow gauge. I think the narrow gauge is the best for a medium or light traffic. My preference is due to saving in cost of construction and working expenses—the permanent way is lighter, the cuttings are of less width and depth, and the bridges are narrower and the rolling stock costs less.

420 In a tunnel or overhead bridge the clearance would have to be the same on narrow gauge as on broad gauge, and so there would be a difference in width of 2 ft. 6 in. in favour of narrow gauge.

421 I think that when a broad gauge would cost Rs. 70,000 a mile, a narrow gauge would cost Rs. 50,000 a mile. I think that the Bentota line could have been made at about Rs. 40,000 on a 3-ft. gauge. This includes rolling stock.

422 My experience on the narrow gauge lines was in the north of Ireland. I was in the North-Central Province for one year, and know that Province.

423 I think the railway from Kurunégala to Jaffna on the 3-ft. gauge could be made at under Rs. 40,000 a mile.

424 Assuming that a light broad gauge could be made at the same rate as the 3-ft. gauge, I would still recommend the construction of a 3-ft. gauge, because the working expenses with a light traffic would be so much less. I think this would quite compensate for break of gauge. Although new rolling stock and workshops would have to be provided, this cost, distributed over 200 miles, would still make the narrow gauge the more economical. Rolling stock and additional workshops would, I presume, have to be provided whatever the gauge. The working expenses would be reduced by the reduction of dead weight hauled as compared with freight and reduction in friction on curves. I would use 45 lb. steel rails.

425 I think in three months an approximate estimate could be made by examination of the country and flying levels in some places without making a survey.

426 I would decidedly advise the adoption of a 3-ft. gauge for the extension to Jaffna in preference to a light railway on the present gauge. I should use a 23-ton engine; this would haul 80 tons up 1 in 30 at six miles an hour, or on level at average rate of 20 miles an hour. This would amply suffice for the traffic, particulars of which were sent me.

427 I have not read the Sessional Paper giving an estimate for a metre gauge railway to Chilaw. If I had the plans and went over the line, I could prepare an estimate on the 3-ft. gauge.

428 I cannot say what the cost of survey for a line through the North-Central Province would be : it might be about Rs. 250 a mile.

429 *By Mr. Bowden Smith.*—I was employed three years as a Railway Engineer in Ireland. The railways I was on were not mining lines—they were all short lines, feeders. I have never had anything to do with a main line on the narrow gauge. I have had no experience on broad gauge lines.

430 *By Mr. Williams.*—I have never been in charge of a section of a working line. I have always worked under a chief. I have been in charge of a section under construction.

431 [Mr. Waddell was asked to send in a statement showing detailed average cost of a mile of railway on a 3-ft. gauge.] (See 119, page 116.)

The Meeting adjourned at 4.20 P.M.

Council Chamber, Tuesday, January 13, 1891, 1 p.m.

Present :—The Hon. F. R. Saunders, C.M.G., Chairman ; the Hon. G. S. Williams ; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

The representatives of the Jaffna Local Committee were present, viz., the Rev. Father Lytton ; Mr. Nagalingam ; Mr. A. Kanagasabai ; Mr. B. Santiagopulle.

432 The Chairman went over the evidence as obtained by the Commissioners. [Printed copy of evidence and correspondence had been handed to Rev. Father Lytton on January 10 by the Secretary.]

433 The Chairman then asked the members of the Jaffna Committee if they could produce any evidence to show that the conclusions come to by the Commission were incorrect.

434 In reply, Mr. Nagalingam first dealt with tobacco, and the evidence taken at Kandy (see 332 to 359, pages 11 and 12), and urged that V. Sinnatamby's evidence, which stated that he had received 1,200 bales, whereas only 297 had been entered in voucher 35, proved that the evidence was in their favour.

As regards the second witness, Thambo Parambe, he was not examined as to his Gampola trade.

The third witness, Candana Sennappa, was not the man referred to in vouchers 68 and 72.

The fourth witness, Sinniyah Veytelingam (75), gives the accounts for 1890, whereas the voucher gave 1889. He also accounts for half the amount shown on the voucher, and states that of the quantity despatched from Jaffna, quantities were sold all along the road to Kandy.

Witness K. Kanthiyah (74). The evidence of the two other men who managed the business before this witness was not examined.

435 Generally the Committee considered that there are a great many more witnesses who ought to have been examined, and they maintain that the full number of bales as shown on vouchers left Jaffna.

436 Of the Mátalé evidence (see 367 to 376, page 13), the Jaffna Local Committee accept the evidence of Ramalingam Superamania and Katheratamby Nagalingam, but they strongly object to the evidence of Supramanian Sangalingen and Sokalingam Canjemalai, cart contractors, because it is to the interest of these men to go against the Railway. (See 34 and 35, pages 41 to 48.)

437 The Jaffna Local Committee are not in a position to say that the two men are not the only cart contractors for tobacco between Mátalé and Kandy as stated, but they think these witnesses have very largely under-estimated the quantity carried by them from Mátalé to Kandy.

438 The Chairman pointed out that the evidence supplied by the Mátalé Local Committee (and the Mátalé returns agree closely with the Dambulla toll rent) of the tobacco brought into Mátalé certainly corroborate the evidence obtained at Mátalé by the Commissioners of tobacco leaving Mátalé. The Mátalé Local Committee show an import into Mátalé of 644 tons, and the Assistant Government Agent, Mátalé, in a subsequent and very carefully compiled return, shows the import at 654 tons ; and the Commissioners have, with the assistance of the witnesses now being discredited, traced a consumption or export of 606 tons.

439 Mr. Nagalingam then discussed the cart traffic, and pointed out that Messrs. MacBride (see 16, page 32), Murray (see 45 A, page 47), Ievers (36 A, page 44), and Twynam (Sessional Paper VIII. of 1889, page 8), all agreed that from 400 to 500 carts were employed in the trade to and from Jaffna and Mátalé, and he claims that each cart makes at least seven journeys each way. He claims that 4,700 carts travel each way, and that of these 2,800 carry tobacco and go through from Jaffna to either Mátalé or Kurunégala.

440 The Jaffna Local Committee also claim that the full amount shown by freight brokers at Jaffna (see 74, page 82), viz., 27,024 cwt. as being sent by sea, should be entered instead of the 21,800 entered by the Commissioners.

441 The Chairman pointed out that 11,080 cwt. had been allowed over and above the evidence to cover any such differences.

442 The Jaffna Local Committee will hand in a return of carters who are engaged in the *through* tobacco trade and the number of trips made by each during the year, and request that the Commissioners will send this return to the Government Agent, Northern Province, and ask him to have it examined by the headmen and certified to by them if correct.

The Meeting adjourned at 4.50 P.M. until 2 P.M. on Thursday, the 15 instant.

Council Chamber, January 15, 1891.

Present :—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams ; the Hon. P. Rámanáthan, C.M.G. ; Mr. William Bowden Smith.

The representatives of the Jaffna Local Committee, as entered on the 13th, were again present.

443 Read letters from Messrs. Waring and Oliver giving particulars showing how the Rs. 40,000 a mile (see Nos. 104 and 105, pages 104 and 105) were to be distributed.

444 The Chairman read to the Jaffna Local Committee the figures agreed to by the Commission on December 11, 1890, as traffic available for the railway.

445 Rev. Father Lytton stated that the entry on the return handed in at Jaffna (see 47, page 48) for copperah,

viz., 2,333⅓ params per month, should be 2,333⅓ cwt. per month, thus reducing the total copperah for the year from 140,000 cwt. to 28,000 cwt.

446 The Rev. Father Lytton also explained that when they compiled their figures they called together the chief traders and took down what these traders said they exported, and with this the Jaffna Local Committee did their best to compile the return. They had not power to call witnesses and examine them, and they therefore left this for the Commissioners, they doing their best to bring the traders who had made the statements before the Commissioners.

447 *Carts.*—The Jaffna Local Committee pointed out, with reference to Mr. Saxton's cart return (see No. 31 A, page 40):—

(1) That it does not include November and December, 1889.

(2) That whereas the carts into Mátalé are entered as 2,177, the carts leaving Mátalé are only 1,701, leaving 476 carts unaccounted for.

448 They also point out that, calculating the tolls on all the carts shown, they only amount to Rs. 1,729, whereas the toll rent at Dambulla for 1890 was Rs. 2,000.

449 The Jaffna Local Committee argue as follows:—

Mr. Saxton's Returns.

From Trincomalee to Mátalé ...	648 carts	
From Mátalé to Trincomalee ...	442 carts	
	206 carts are not accounted for	
From Jaffna to Mátalé ...	705 carts	
From Mátalé to Jaffna ...	461 carts	
	244 carts are not accounted for	
From Anurádhapura to Mátalé ...	801 carts	
From Mátalé to Anurádhapura ...	796 carts	
	5 carts are not accounted for	
From Dambulla to Mátalé ...	23 carts	
From Mátalé to Dambulla ...	2 carts	
	21 carts are not accounted for	
The number of the loaded carts according to the returns, 3,224, which at 50 cents give ...	Rs. 1,612	c. 0
The number of the empty carts, 654, at 18 cents ..	117	72
	1729	72

(See 32 and 33, pages 40 and 41.)

450 The toll renter pays Rs. 2,000 to the Government, but he gets Rs. 1,729·72. For the months of November and December, not included in the returns of Mr. Saxton, there are hardly any carts from Jaffna and Trincomalee, and not many from other parts. Then it must be remembered the toll renter pays a man Rs. 15 a month, and that is Rs. 180 a year; and he pays another man Rs. 5 a month, that is Rs. 60 a year; the food expenses, at least Rs. 20 per month, and that is Rs. 240 a year, making in all Rs. 480 a year. The renter must make at least a profit of Rs. 300 a year. Thus the renter must make in all Rs. 2,750 a year at least.

451 The Jaffna Local Committee contend that 400 carts are engaged exclusively in the Mátalé and Kurunégala trade. Of this number they allow 100 carts for Kurunégala alone, and 300 carts for Mátalé, and they also said that each cart makes seven trips in a year, and that is 2,100 trips, which at 50 cents make Rs. 1,050, which the Jaffna-Mátalé carters pay the Dambulla toll renter. These 2,100 carts when returning pay toll at the empty cart rate, that is 18 cents (For, according to D. Joseph's evidence, they take nothing at all.) Then at 18 cents the 2,100 carts pay Rs. 378. Thus the Jaffna-Mátalé carts pay Rs. 1,428, which is nearly half of Rs. 2,750, which the toll renter makes. The number of carts, according to Mr. MacBride's return 16, page 32, near Dambulla is 21 carts a day, and at the 23rd mile, near Anurádhapura, is 10 carts a day. It can therefore be concluded that the 10 carts at the 25th milepost near Anurádhapura are Jaffna-Mátalé carts alone, and no other carts.

452 The Jaffna Local Committee say that out of this 10 carts going from Jaffna to Mátalé and 2 only return by that road. For almost all the returning carts go to Anurádhapura by the short direct road for buying paddy, &c., and then join the main road.

453 *Passengers.*—The Jaffna Local Committee claim that the passenger traffic available for the railway, as it at present exists, is as under:—

	No. per Annum.
By coach	664
By ss. Lady Gordon	1,320
By British India steamers ...	974
By dhoneys (about)	600
According to the evidence of Mr. Daniel Joseph (No. 377, page 13) 18 passengers travel between Jaffna and Mátalé per day, deducting 2 for the coach, 16 remain	5,840
Total ordinary passengers ...	9,398
Coolies	80,000
Total ...	89,398

454 Some discussion took place as to the probabilities of the coolies availing themselves of the railway if made.

455 The discussion of pilgrims, who are not included in above, was postponed until next meeting.

456 The Jaffna Local Committee asked that credit should be given for the Rs. 25,000 now paid for carting grain from Kankesanthurai to Jaffna (see 178, page 5 of Evidence).

457 The Chairman pointed out that the local traffic had not yet been fully considered, and that he would be glad to receive from the Jaffna Local Committee a statement of purely local traffic existing between Kankesanthurai and (say) Elephant Pass.

458 The Jaffna Local Committee then asked the Commissioners to give full consideration to, and make allowances for, the following:—

Timber traffic.
Savings on mails, Kankesanthurai and Jaffna.
Transport of materials for Public Works Department.
Reduction in immigration establishment and ships.
Probable income from sale of land and development generally.

The Meeting adjourned at 4.35 P.M. until 2 o'clock of 16th instant.

Council Chamber, January 16, 1891, 2 p.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; W. Bowden Smith, Esq.; the Hon. P. Rámanáthan (came in at 3.45); also the members of the Jaffna Local Committee present on the 13th.

459 The question of pilgrims was discussed, and the Rev. Father Lytton said that they were not prepared to reduce the numbers mentioned in the evidence; and as regards the contention that the pilgrims are poor, he maintained that the pilgrims are in the habit of saving up for months before a pilgrimage, and that as a matter of fact they do save the money.

460 The Committee claim that the pilgrims from the north would contribute Rs. 70,000, and those from the south Rs. 30,000 to the railway.

461 The Chairman asked the Jaffna Local Committee to send in a full statement in writing of their arguments, which would then be considered by the Commissioners. This they promised to do.

The members of the Jaffna Local Committee left at 4.20.

462 The Commissioners then discussed the evidence given, and noted that the Committee claimed—

	Rs.
80,000 coolies at Re. 1 ...	80,000
10,000 passengers at Rs. 5 ...	50,000
1st and 2nd class passengers, say	5,000
Pilgrims	100,000
Total ...	235,000

The Meeting adjourned at 4.35 P.M. until 1 on Monday, the 19th instant.

Council Chamber, January 22, 1891, 1 p.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Christie; W. Bowden Smith, Esq.

463 At the invitation of the Chairman, Mr. Price Williams, an eminent authority on railway matters (see 101, page 103), who was passing through Colombo on his return from Tasmania, appeared before the Commissioners and gave evidence.

464 The Chairman explained to Mr. Price-Williams the main points under consideration in connection with Railway Extension northwards.

465 A general discussion then took place as to the wisdom of having adopted the 5′6″ gauge for the Nanu-oya line. Mr. Price Williams stated :—

466 I approve of the broad gauge for inclines. In hauling loads up stiff gradients, what is wanted is power. The wider the gauge the greater the power: therefore, the 5′6″ gauge is a better gauge for ascending an incline than a 4′8″, and so on. The wider gauge means larger boilers and consequently greater power.

467 I strongly urge that there should be no break of gauge. Different and narrow gauges have been the curse of the Australian colonies. These colonies are now considering the best means for converting their lines to a uniform gauge, and although the mileage on the 3′6″ gauge is a large one, they are considering the general adoption of either 4′8½″ or 5′3″ gauge, experience having taught them that the narrow gauge railway is a mistake.

468 The difference in cost of construction between a 3′6″ and 5′6″ line is about 10 to 12 per cent.

469 Mr. Waring recently read a very exhaustive paper before the Institution of Civil Engineers, which fully dealt with this question. If you have not read this paper you should do so. He quotes chapter and verse for his figures.

470 I would strongly advise you not to embark on light lines, when by these very light rails are understood.

471 I think reductions should be made in stations and buildings generally, but it is a great mistake to make toy railways, whether on the broad or narrow gauge. It is much cheaper in the long run to lay fairly substantial lines and not to be afraid of first cost.

472 Capital for railways may be easily found on the annuity principle. Suppose you borrow 1,000,000 at 4 per cent. and spend it on railways, an annual expenditure of 38,200 a year for 49 years will cover the interest and pay off the capital in 50 years, leaving you a small surplus and a free railway.

473 By this annuity system, posterity, which really derives the main benefit of the railway, is made to contribute at the same rate per annum as the present generation to the cost of construction, instead of the whole cost being charged to the present generation, who do not fully benefit by the investment.

474 There would be no difficulty in raising the funds for your railway under this arrangement. This system has been proposed by me to, and is now under the consideration of, the Government of one of the Australian Colonies, and I will send you copy of a table I have worked out.

475 I have myself arrranged for heavy loans with the London Banks, and I know that since Mr. Goschen's Act about thirty millions of money are going a-begging for investment at very low rates of interest.

476 I do not know the country through which it is proposed to take the line, but from the description given to me by the Chairman and other Members of the Commission, I think a line on the 5′ 6″ gauge could be constructed and equipped at a cost of £5,000 a mile

477 I make my calculations in English money, but as you say labour is very cheap here, the amount may possibly be taken at Rs. 50,000.

[The Hon. P. Rámanáthan had stated that labour was only 37½ cents = 6*d*. sterling a day.]

478 Mr. Waring's estimate was then shown to Mr. Price Williams, who stated—

Mr. Waring is a very safe man, and I would accept his figures shown me, except as to the rolling stock, which ought to be about 10 per cent. on the cost of construction. But of course a reliable estimate for bridges and earthwork can only be made after a careful survey.

479 From what I have learned to-day there should be no fear about the eventual success of the railway with a population of 250,000 at the Jaffna end and 215,000 at the Polgahawela end, and a certain intermediate traffic of 80,000 coolies.

480 This is a grand population compared with that of undeveloped parts in Australia through which railways are constructed.

481 [Mr. Christie here pointed out that the intermediate district is a wilderness.]

Mr. Price Williams replied :—

This may be so, but after the railway is opened out it will all be a smiling plain.

482 The making of the railway will develope immense traffic. Everywhere in the world this has been proved.

482*a* I am very glad to hear that you have such a low rate for coolies as 1¼ cent each per mile. Everything should be done to encourage passenger traffic and settlements along the line.

483 Passenger traffic invariably developes goods traffic.

484 This is not merely an opinion of my own, but has been stated to me by a large number of eminent railway managers, notably Sir James Allport of the Midland Railway of England.

485 How can people move about without consuming and causing the circulation of goods. Besides, with 50 in. of rainfall and large and small irrigation works, land would be taken up all along the line and cultivated, and it might eventually be possible to produce in this wilderness all the grain required for the Island, and which now forms such a large item under "imports."

486 I cannot believe that the actual cost of transport by cart for long distances is less than the actual cost for conveyance by rail. If it is so, I do not think that artificial means should be adopted to increase the cost by cart. This merely means increased cost to consumer or less profit to producer.

487 The right way to compete is to reduce the rates, which are, I understand, high in this Colony, and if the cost of conveyance by rail will not stand this, steps should be taken to reduce the cost.

488 I have just returned from Kandy, and while on the trip I made some notes and calculations.

489 On the level your engines, which are very powerful ones, should be able, excluding their own weight, to pull 760 tons, or 76 wagons of 10 tons gross. On a gradient of 1 in 264 they should pull half that weight, and so on. Your rolling stock should be altered, your vehicles should be made of greater carrying capacity and less tare. They should be built to suit the traffic you have to carry.

490 I have just come through America where wagons are being used to carry 30 tons on a tare of 7 tons. You may not be able to do as well as that, but your present stock with the carrying capacity only just equal to the tare should be altered.

491 This with roomy carriages would reduce the number of vehicles to be hauled for a given quantity of traffic, and increase the earning powers of the engines and stock.

492 It is the dead weight that kills. I would carry goods even at a loss to suppress competition, but I cannot think this should be necessary when competing with carts.

493 I would again, gentlemen, warn you not to be led away by the delusive prospects held out to you by the advocates of toy railways. Don't be afraid of the first cost. Make your railway, and it will repay you and repay posterity.

Mr. Cantrell, examined, states :—

494 I was the Engineer in charge of the construction of the line from Kalutara to Bentota.

495 The cost of the line when completed will be about Rs. 60,000 a mile.

496 I do not know the country between Jaffna and Kurunegala.

497 A line might perhaps be built on the gauge existing in Ceylon for Rs. 40,000 a mile, but it entirely depends on what is required. It depends on what fencing is required, number and description of stations, cost of land, nature of earthwork, waterways, &c.; for instance, the land on the Bentota line will cost about Rs. 10,000 a mile, and there are six stations in eleven miles, three of which are goods stations.

498 [The conditions mentioned by Mr. Waring in his letter were read to Mr. Cantrell, who said that even with these conditions he doubted if Rs. 40,000 would cover the cost of construction and equipment.]

499 The line constructed by me between Kalutara and Bentota is the cheapest line so far constructed in the Island.

500 I will send in a paper giving the cost of the Bentota line in detail, with cost under each head per mile, and show what reduction might possibly be made under each head. (See 112 A, page 107.)

501 I have heard it stated that a first class cart road could be built through the country for Rs. 18,000 a mile.

502 I cannot say what rolling stock would cost, unless I know what number of trains are to be run. One engine could not run through from Polgahawela to Jaffna—at least two would be required.

503 To construct such a cheap line, items which have been hitherto considered necessary would have to be omitted or reduced. Of the Rs. 60,000 a mile for the Bentota line, Rs. 10,000 could be knocked off if the land were all Crown land, Rs. 2,000 a mile could be knocked off for fencing.

504 Clearing land of jungle is an expensive item, and must be considered. There is another serious contingency to be considered, and that is, keeping a large labour force at work in such an unhealthy district as that through which the Jaffna railway would pass. Water and food would have to be supplied to them—there would be a heavy death-rate. If there is much illness there will be great difficulty

in keeping the men on the work. I can recollect the difficulty Mr. Faviel had on the Main line.

504a I think it would be better to keep to the present gauge if it could be constructed for a reasonable figure. The present gauge gives greater speed, power, and carrying capacity. I think the difficulties in break of gauge are so great that gauge should not be broken unless there were a very great difference in cost. The proportional cost of working a narrow gauge is heavier than the working cost on a broad gauge. I mean working cost as compared with revenue. This has been proved in India. The difference between cost of constructing a narrow and broad gauge line depends on the nature of the country. In a hilly country the difference in cost would be greater, in a flat country the difference in cost would be very little.

505 *By Mr. Bowden Smith.*—I have had no personal experience in constructing or working narrow gauge lines.

506 *By the Chairman.*—With the experience I have had I do not think that any line could have been more cheaply built to meet the exigencies of the traffic than the Bentota line, that is, considering the work done. The prices paid for ironwork, rails, fastenings, sleepers, and land, were all exceptionally heavy; owing to the strikes in England at the time the material was bought, the imported material cost a great deal more than was expected.

507 The cost of survey in open and fairly flat country is ordinarily Rs. 250 a mile, but should be increased according to the natural difficulties of the country. I do not know the country through which it is proposed to take the railway. By a survey I mean a survey on which an estimate might be framed—not a survey with full detailed plans and sections.

The Hon. J. J. GRINLINTON, examined, states :—

508 I am fairly well acquainted with the lay of the land between Kurunegala and Jaffna. I have considered the question of extension of railways. I would not continue the present gauge, because it would, I fear, be found too expensive for such a long distance (over 200 miles) through a country with such a limited population ; for a shorter distance I would not break gauge.

509 I think Kurunegala would be a better place to break gauge than Polgahawela.

510 I would decidedly go *viâ* Kurunegala and not *viâ* Matale.

511 I should not propose a railway at all between Kurunegala and Jaffna. I should have a steam tram laid on the road as far as possible, and when not possible select a trace which would be suitable for a permanent line of railway later on.

512 I do not propose to go into Dambulla, but to leave Dambulla a little to the right. I would practically follow the trace marked on the map accompanying Sessional Paper VI. of 1890.

513 I think this could be done on a 27-in. gauge (the same as in India) for Rs. 35,000 a mile, including rolling stock.

514 I do not consider the country through which the line would pass an expensive one to take a railway through ; I do not think it would be such an expensive country as that through which the Bentota line passes.

514a I think the ratio of cost between the Bentota line and a similar line through the Kurunegala and Jaffna country would be about half or at most two-thirds.

515 I do not know what the Bentota line cost.

If the Bentota line cost Rs. 60,000 a mile, a similar line through Kurunegala could be made for Rs. 40,000.

516 If a broad gauge line could be made and stocked for Rs. 45,000 a mile, I prefer it to any steam tram.

517 I do not believe it would be possible to construct a line on the present gauge and properly stock it for Rs. 45,000 a mile.

518 I propose rails not exceeding 37 lb. a yard for the steam tram.

519 On the 27 in. gauge the speed would be 10 miles an hour throughout, including stoppages ; if the tram is made a metre gauge (3 ft. 3⅜ in.), 15 miles an hour maximum.

520 I cannot at present give details of rolling stock included in the Rs. 35,000 a mile. (See 116, page 109.)

521 The power of the tram would be equal to 30 tons at 10 miles an hour throughout. I mean that if I had to trace the line, I would so make it, that it would carry a minimum load of 30 tons at the rate of 10 miles an hour throughout.

522 My reasons for recommending a tram in preference to a railway are, that the traffic is uncertain, it is doubtful whether a railway costing more than Rs. 45,000 a mile including rolling stock would pay, but a tram certainly would ; then if it was found that a railway was required and would pay, the rolling stock could be moved elsewhere for use and the roadway would remain for the permanent line.

Yes, I would build a complete road for the tram so that 523
it would be available for a railway when required.

[Mr. Grinlinton then read out a letter from Mr. Turner, 524
late Madras Civil Service (retired), and said he would give the Commission a copy of the letter (see 115, page 108).]

By Mr. Christie.—I think, taking into consideration 525
that Kurunegala is the seat of a Government Agent, and is a populous place, and that the heaviest traffic is between Polgahawela and Kurunegala, it would be better to continue the present gauge to Kurunegala. The class of traffic beyond Kurunegala will be quite different, and much lighter, and therefore Kurunegala would be the place for break of gauge.

I think the cost of haulage on the tram would be three- 526
fourths of the cost on the present line. The reduction would be largely in saving of station staff, as a tram would not require so many permanent stations—the tram would stop when and where required between the stations.

I quite admit that break of gauge is a serious thing, but 527
we must cut our coat according to our cloth, and this is my principal reason for recommending a steam tramway.

If the Government would guarantee 2½ per cent., or say 528
Rs. 200,000 a year, there would be no difficulty in getting a private company to take up the construction of a tram, costing about Rs. 35,000 a mile, including rolling stock.

I myself would join such a scheme. I would also 529
personally be prepared to entertain a proposal for the construction of the line under a system of land grants, but I cannot say definitely that those who would help me in the first scheme would take up the second.

The guarantee to be for 20 years, the Government 530
having the option of taking over the line at any time on payment of 10 per cent. over actual cost.

[Mr. Christie pointed out that Rs. 35,000 a mile would 531
be Rs. 7,000,000 for 200 miles, and 22 per cent. on this would be only Rs. 175,000 a year. Mr. Grinlinton replied that he takes Rs. 8,000,000 in round figures.]

By Mr. Bowden Smith.—I have had no experience my- 532
self in constructing or working railways. My opinions are based on information obtained from men of experience and on my own general observations and reading.

The Meeting adjourned at 5 P.M. until 11.30 A.M. on the 23rd instant.

Memorandum by the Hon. J. J. Grinlinton.

(*see* 572, *page* 20.)

I have no objection to the following being used as my 533
answer to a question from Mr. Christie in respect to the concession of grants of land along the proposed line of railway to Jaffna, should a guarantee of Rs. 200,000 not be given, it being understood that with a guarantee of Rs. 200,000 per annum a company could be at once raised to construct the tramway. The concession of a grant or grants of land is a proposal of my own, which I myself would be willing to accept, the profits on the whole line from Polgahawela coming to those who accepted the land concession or the guarantee.

Whether the tramway be constructed from Polgahawela 534
or from Kurunégala, the working, or rather profits of working, between Polgahawela and Kurunégala (whether by rail or tram for that distance) would have to go to the contractors for the whole line.

Concession of land. In any case sufficient land, say one 535
chain in width for the whole line, for all siding stations and stores, refreshment and waiting rooms, &c., to be handed over free and in good time.

Wherever Crown land lay along the line, an additional 536
five chains on each side to be granted free of all cost, and in lieu of land along the line (when Crown land was not forthcoming) the equivalent of five chains each side (in acreage) to be granted from the nearest Crown lands to the line.

A grant of 200 acres of Crown forest land on each side 537
of the line, or of 400 acres where Crown lands did not exist on each side, and at a reasonable distance, for every mile of line constructed, with permission to construct roads or trams to all such lands.

For example. The line being, say, 209 miles in length, 538
the acreage granted under this paragraph would be 83,600.

The benefit to Government in opening up large tracts of 539
country would be enormous. The lands are now waste and are of no practical value.

Of course arrangements would have to be made with 540
Government (in the event of concessions of land being agreed to), that the Crown lands adjoining the grants were not disposed of to the manifest disadvantage or detriment of the concession grants, if I may so name them.

Council Chamber, January 23, 1891, 11.30 a.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Christie; W. Bowden Smith, Esq.

Mr. W. T. PEARCE examined, states:—

541 I am General Manager of the Ceylon Government Railways. I do not know the country between Kurunégala and Jaffna. I have never been there.

542 I confirm what I stated when examined before, that a railway could be built on the present gauge for Rs. 40,000 a mile, that is with all conditions favourable.

543 The Rs. 40,000 does not include rolling stock. I could get out a statement distributing this amount as suggested by you, but I think that information given to you by Mr. Waring on this point would be more reliable than anything I could supply.

544 My opinion expressed above is based on general information and on checking the cost of the Bentota railway.

I will however as desired hand in a statement (see 107, page 106). Yes; carts compete with the railway at present where the distance to be carted is long, and the distance over which it could be conveyed by railway is short.

545 Yes; the rice for Kalutara estates is conveyed by boats. We cannot compete for this, because, to come by railway, it would have to pass through three hands in 40 miles, viz., (1) from the estate to railway, (2) the railway, (3) railway to stores, or *vice versa*. It is most convenient in such a case to convey by one contractor throughout, and this is what is done and will be done. It is a question of convenience, not of cost. The cost by railway is at any rate not more than the cost by cart.

546 I said in my previous evidence that the traffic on the proposed Jaffna railway could be carried by one train a day. This was because the whole traffic as stated to me only amounted to about 30 tons a day each way.

547 If in addition to this 80,000 coolies are thrown on to the railway in an irregular manner, special trains would have to be run for them when very large gangs arrive. A special Main line train at present would carry about 800 coolies.

548 I do not agree with your suggestion that in such cases the goods traffic should be kept back and the coolies sent forward.

549 We make a point of never delaying goods traffic. As you say, delays do occur; but the proportion is so small that practically there is no delay.

550 I would not recommend that goods traffic should be delayed to convey the coolies. Specials should be run when the coolies arrive, and the ordinary traffic should certainly not be delayed for them.

551 A full load of coolies, say 800, would pay the working expenses of a special.

552 Yes, if there is too much traffic for one train it is a sign that the one train pays, but it does not follow that the surplus will pay for a second train; on the contrary, the surplus necessitating a second train might reduce the profit made in running one train, and this would be the case unless the surplus were sufficient to at least pay the running expenses of the second train.

553 I have had nothing to do with working anything narrower than 4 ft. 8½ in. which I have worked both on the Great Northern and London and North-Western Railways of England. I have seen break of gauge on the Great Western, but I have not worked it.

554 I think that the disadvantage of break of gauge is very great. I do not think that the difference in cost of construction between a broad and a narrow gauge would compensate for the disadvantage of break of gauge.

555 If broad gauge cannot be built, the alternative would be a steam tram on the existing road.

556 I think a steam tram on the existing road could be put down on 3 ft. gauge for £3,000 a mile, say Rs. 40,000. This includes rolling stock.

557 Half the amount is for rolling stock. I cannot say what the amount of rolling stock would be on the broad gauge unless I know what trains it is proposed to run and what the traffic is. Given this, I will supply you with details and cost of rolling stock. (See 108, page 106.)

[*The Secretary to supply the General Manager with the particulars necessary to enable him to estimate the rolling stock.*] (See 106, page 105.)

558 Mr. Christie pointed out that if half the Rs. 40,000 per mile is for rolling stock, this means a total of Rs. 4,000,000 for 200 miles for rolling stock alone.

559 Mr. Pearce said such a large amount as Rs. 4,000,000 would certainly not be required for rolling stock, and Rs. 2,000 a mile for rolling stock might be taken instead of Rs. 20,000. (See letter from Mr. Pearce, 109, page 106.)

By Mr. Christie.—I think the working expenses on the 560
new line with a level road, fewer stations, a light rolling stock, and suitable appliances should be much less than the cost of working the existing line with its heavy and now unsuitable stock which cannot be economically worked.

The present cost of working the existing line is Rs. 2·69 561
a train mile. Yes; the expenses of the railway at present are to a certain extent fictitious; for instance, fuel we could buy direct from contractors at very much less than we have to pay the Conservator of Forests. I now have to do all the work in connection with taking over the wood, but because the accounts pass through the Forest Department we have to pay that Department about 15 cents per yard over cost price.

No; the Crown do not give us the wood for the profit 562
they charge—the profit is charged on private wood as well as on Crown wood.

If the exchange were to remain high, I think there 563
would still be economy in using wood on the Main line and Coast line, but on the Nánu-oya line there would be an advantage in using coal if the fire boxes were altered to burn coal.

Yes; the Colonial Stores vary their charges to suit their 564
own requirements, and it is quite impossible to base estimates on Store prices, which are sometimes most extraordinary.

I think it would be a great advantage if the Railway 565
indented for their own stores direct from the Crown Agents instead of being supplied through a Storekeeper who has not the least knowledge of Railway requirements.

The Chairman asked the General Manager if he thought 566
that a railway to Jaffna would secure the traffic now going by carts, steamers, and dhonies.

The General Manager replied:—I do not think carts 567
can compete with the railway as regards terminal traffic.

In districts now served by railway, carts still take traffic which *might* come by rail because the traffic would have to come a long way in carts before reaching the railway. When carts have to carry the goods a large portion of the journey they prefer to go through with their loads. I certainly think that the railway would at once secure the terminal Jaffna line traffic which now goes by cart.

As regards the water-carriage, the railway cannot 568
compete with water-carriage. In England the railways have had to buy up the canals because they could not compete with them. The only traffic for which railway can compete with water-carriage is traffic which requires speedy delivery.

In speed the railways can always compete with water- 569
carriage.

By Mr. Christie.—I think 600 coolies would pay for a 570
special train; that is, it would pay for the train and leave a little profit, but not a big profit.

As regards existing lines, I do not think that reduced 571
rates would develope any traffic in Ceylon. It would reduce the profit, and the result would probably be that the line would be starved and would eventually become unworkable. By this I mean that the Government, finding no profit, would cut down the votes to unworkable figures. As it is with the present good profit, Government do not allow as much as we require.

The Hon. J. J. GRINLINTON re-examined with reference to a written statement handed in by him (see 533, page 19):—

When stating that a company would be willing to con- 572
struct the Jaffna extension, I did not intend that the Government railway should extend from Polgahawela to Kurunégala. This section would be really the most paying section, and we should have to look to this for our profits.

If the Government make the line to Kurunégala on 573
the present gauge, and make Kurunégala a starting point for the narrow gauge to Jaffna, the profits on the Polgahawela-Kurunégala section would have to be handed to the company owning the narrow gauge.

Some arrangement would have to be made between 574
Government and the company as to the amount to be paid to the company for every ton of goods and every passenger passing over the Polgahawela-Kurunégala section.

For the benefit of the company I should say that the 575
Jaffna line should start from Polgahawela, but as a public man I think the break of gauge should take place at Kurunégala.

In conclusion, I should like it to be understood that I 576
advocate a tramway only in the event of a permanent line not being constructed and supplied with rolling stock complete and stations for Rs. 45,000 a mile, as I fear that

a line costing more than that sum would not pay more than its expenses, if indeed so much for some years; and if a permanent line costing more than Rs. 45,000 per mile were constructed and was found not to pay, it would put a stop to Railway Extension elsewhere; whereas if a tramway costing Rs. 35,000 or less (rolling stock and stations complete) were found to answer, it would encourage progress in this desirable direction.

577 A discussion then took place as to the arguments put forward by the Jaffna Committee as regards tobacco, and it was decided to postpone a decision until receipt of reply from Mr. Saxton to letter No. 96. (See 32, page 40.)

578 Passenger traffic was then discussed, but no decision was arrived at.

579 As the professional evidence shows that a line on the present gauge could probably be constructed at a very much lower rate than that hitherto considered necessary, it was unanimously resolved that the convenience of having a line on the present gauge (costing Rs. 40,000 or Rs. 45,000 per mile) would outweigh any saving in cost which the adoption of a narrow gauge line might secure.

At 5 P.M. the Meeting adjourned *sine die*.

Council Chamber, Saturday, February 7, 1891, 2 p.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. P. Rámanáthan; W. Bowden Smith, Esq.

Mr. MacBride, C.M.G., examined, states:—

580 I am the Director of Public Works. I know the country between Polgahawela and Jaffna very well.

581 In my opinion the best kind of railway to lay from Polgahawela to Jaffna would be one by which the existing road could be utilised as much as possible.

582 I would recommend a 3-ft. gauge, but I have recently seen railways on a 2 ft. 6 in. gauge, which are exceedingly efficient—connected with Northern Bengal State Railways and to the collieries near Asansol.

583 There are about 80 miles in operation of this gauge. I may be able to furnish you with particulars of cost of the 2 ft. 6 in. railways which have been constructed in connection with the collieries named.

584 The country through which these railways pass is flat.

585 The general speed is about 20 miles an hour.

586 All the South India Railways I have seen are narrow gauge. The South India Railways form one of the finest systems of narrow gauge railways known.

587 The carriages are most comfortable. South Indian narrow gauge railways seem to cope easily with an enormous goods and passenger traffic. The gauge is 3′ 3⅜″ (metre).

588 This is the gauge of the railway from Tuticorin to Madras, and will be of the extension to Paumben now under consideration.

589 One of the advantages of such a railway on a Ceylon road is that trains can be stopped at villages, &c., when required, doing away with the necessity of stations at short distances. I am not aware that it has been decided to turn the Rajputana railway into a wide gauge, but I have heard that the two wide gauge Railway Companies at each end of the Rajputana system propose to lay down a third rail over part of it to enable them to pass their wide gauge rolling stock from one point to the other. It is proposed to convert the existing narrow gauge line between Ferozepur and Batinda into a mixed gauge track.

590 I consider that the introduction of the narrow gauge for the Jaffna railway would quite compensate for any possible disadvantage of break of gauge, but I do not consider there would be any serious disadvantage in Ceylon, as the 212 miles to Jaffna is more than equal to the whole length of the existing lines. A third line might be laid down to Colombo, and a mixed gauge introduced.

591 I have devoted a great deal of time to the consideration of narrow gauge railways. I have spent some time in examining the Festiniog railway, its workshops, &c. I have been connected for five years with railway construction in Ireland, and have already furnished you with the conclusions I have arrived at (see 117, page 111).

592 Knowing the country from Polgahawela to Jaffna thoroughly, and having studied the question of narrow gauge railways in India and Ireland, I am strongly of opinion that the line should be built on a narrow gauge, and that the existing roads should be utilised as much as possible.

593 A survey could be made from Polgahawela to Jaffna for Rs. 250 a mile if made by Government officers—this does not include their salaries—I mean a survey with plans and sections sufficient to enable a contractor to prepare tenders. If it were decided to build a railway on the road, the survey would cost about half this amount.

594 A broad gauge on the road is out of the question—the bridges would not be strong enough; whereas with a little strengthening they would do for narrow gauge engines which weigh from 15 to 25 tons.

596 I believe the working expenses of the narrow gauge railways are very much less than of broad gauge where the traffic is comparatively light.

597 I would strongly urge that, having obtained the opinions of broad gauge advocates, you should obtain those of a narrow gauge expert.

598 I think that if the road is freely utilised, the line could be made on the 3 ft. gauge for Rs. 30,000 a mile, including rolling stock, and less if on the 2 ft. 6 in. gauge.

599 *By Mr. Bowden Smith.*—I was employed in the construction of railways in Ireland for five years before coming to Ceylon. I have not worked the railways after they were opened.

600 *By the Chairman.*—I have many officers qualified to make a railway survey, that is, to so complete it that a contractor would be able to tender on the plans.

601 [Mr. MacBride will forward to the Commission—
(1) Rough estimate for narrow gauge line to Jaffna.
(2) Particulars of cost of some of the Indian lines.]

(Not received.)

602 I recommend that if it is decided to construct a Jaffna railway, a commencement should be made in the Jaffna peninsula and not at Kurunégala.

The Meeting adjourned at 2.30 until Wednesday afternoon.

Council Chamber, February 12, 1891, 12 noon.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; Hon. G. S. Williams; Hon. T. N. Christie; W. Bowden Smith, Esq.

603 Read letter from Mr. Waring (see 121, page 117) as to the working expenses for a railway to Jaffna, sending copy of letter received by him from Mr. Rámanáthan, and copy of his reply to that gentleman.

604 Decided to ask Messrs. Pearce and Waring to send in statement of fixed and running charges for a Railway, Polgahawela to Jaffna, 201 miles, with three large stations and twelve smaller stations for light goods and passenger traffic. The statement to show maintenance and cost of establishment separately, and to be for one year. The running charges to be per train mile. (See 122, page 118, and 126, page 120.)

605 The headings for the report were then discussed and agreed upon, and the Meeting adjourned at 2.30 P.M. until 11 A.M. on Monday, the 16th instant.

Council Chamber, February 16, 1891, 11 a.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; Hon. G. S. Williams; Hon. P. Rámanáthan, C.M.G.; Hon. T. N. Christie.

606 The draft report was read over and amended for further proof, and it was decided that all papers printed, including the notes of the Meetings, should be published as an annexure to the report.

The Meeting adjourned at 2.30 P.M.

Council Chamber, February 28, 1891, at 2 p.m.

Present:—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. G. S. Williams; the Hon. P. Rámanáthan, C.M.G.; W. Bowden Smith, Esq.

607 Read letter from the Hon. J. J. Grinlinton enclosing a pamphlet by Mr. H. G. Turner (Madras Civil Service, retired) on the subject of Steam Tramways (see 116, page 109). Read letters from Messrs. Waring and Pearce giving estimates of working expenses for a line 201 miles long (see 123 and 127, pages 118 and 120).

608 The great difference of Rs. 234,768, or Rs. 1,168 per mile per annum, appears between the two estimates under the head of Maintenance.

609 Mr. Waring states that the railway will not require repairs and renewals at the outset, and he therefore charges labour only under this head, which amounts to Rs. 86,832, or Rs. 432 per mile per annum.

610 Mr. Pearce states that £300 per mile per annum has hitherto been allowed to contractors for maintenance for some years after construction, and he has entered Rs. 321,600, or Rs. 1,600 per mile per annum, under this head. It was therefore resolved—

611 (1) To ask Mr. Waring— (See 124, page 119.)

(a) For what length of time after opening he considers a line could be worked without any expenditure on materials for maintenance, repairs, and renewals.

(b) To state why the railways hitherto constructed in Ceylon have not been maintained during the first years of opening without such expenditure.

612 (2) To ask Mr. Pearce— (See 128, page 121.)

(a) If the figures given by him represent the cost of working the railway during the first year of opening, or if they represent the average cost for a series of years.

(b) If he considers that the amounts he has entered for maintenance and repairs would be required during the first few years after opening, or if the railway could be worked for a short [illegible] much lighter [illegible] and if so, what [illegible] and for what length of time.

The Meeting adjourned at 4.20 P.M. until 3 P.M. on Monday, March 2, 1891.

Further Meetings were held as under :—

Council Chamber, March 2, 1891, 3 p.m.

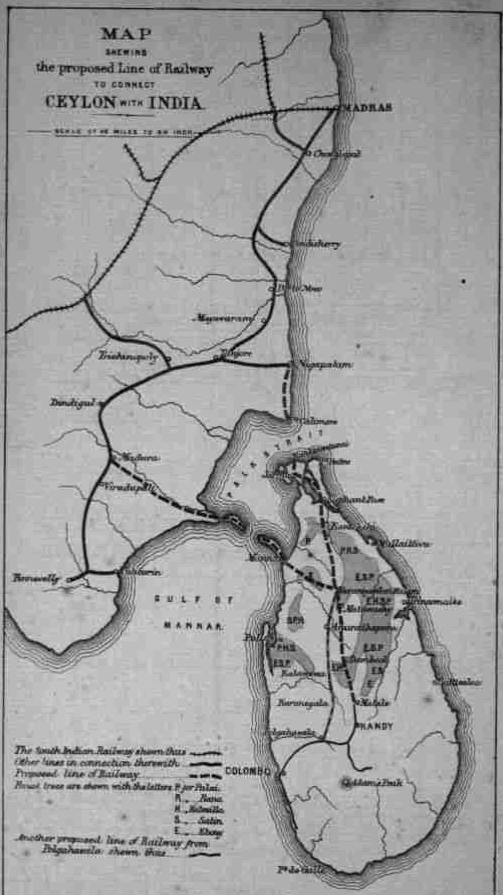
Present :—The Hon. F. R. Saunders, C.M.G., Chairman ; the Hon. G. S. Williams ; W. Bowden Smith, Esq.

Adjourned until 2 P.M. on Friday.

Council Chamber, March 6, 1891, 2 p.m.

Present :—The Hon. F. R. Saunders, C.M.G., Chairman ; the Hon. G. S. Williams; W. Bowden Smith, Esq.

Adjourned at 4.30 P.M.



Presented to the Commissioners by the Rev. Father Lepine, O.M.I.

(To face page 23.)

CORRESPONDENCE.

No. 1.—The Hon. the COLONIAL SECRETARY to the Hon. F. R. SAUNDERS, C.M.G.

Colonial Secretary's Office,
Colombo, August 7, 1890.

SIR,—I AM directed to acquaint you that His Excellency the Governor in Executive Council has been pleased to appoint you, in conjunction with the Hon. G. S. Williams, the Hon. P. Rámanáthan, C.M.G.; the Hon. T. N. Christie; and Messrs. Henry Bois and W. Bowden Smith, to be a Commission to inquire and report generally with regard (1) to the means of improving railway communication with the northern parts of the Island; and (2) the probable cost of railway extension in that direction; and (3) the profits, if any, likely to result therefrom.

2. I am to request that you will be good enough to act as Chairman of the Commission.

3. The Commission issued by the Governor with the advice of the Executive Council and under the seal of this Colony, under the provisions of the Ordinance No. 9 of 1872, is herewith enclosed; and I am to state that although six months are allowed in the Commission to make the report, *His Excellency will be glad if it can be sent in sooner.*

I am, &c.,
H. W. GREEN,
for Colonial Secretary.

No. 2.—The CHAIRMAN, Northern Railway Commission, to the Hon. the COLONIAL SECRETARY.

No. 12. August 27, 1890.

SIR,—I HAVE the honour to forward copy of a resolution passed on the 25th instant at a meeting of the Committee appointed to inquire into the means of improving railway communication with the northern part of the Island, and to request that you will be good enough to bring it before His Excellency the Governor, and ask that the request may receive favourable consideration.

The services of a Secretary are absolutely necessary, and it is thought to be very desirable that the Secretary should be an officer possessing technical knowledge of railway matters and accounts, and it is for this reason the Committee have suggested the name of Mr. J. C. Farquharson.

I may add that the Committee propose to sit again on the 29th, and to proceed to Jaffna on the 5th proximo.

I am, &c.,
F. R. SAUNDERS,
Chairman.

Resolution referred to. (See 24, page 2.)

Resolved,—That the Government be requested to lend the services of Mr. J. C. Farquharson, of the Ceylon Government Railways, as Secretary of the Commission.

No. 3.—The Hon. the COLONIAL SECRETARY to the Chairman, Northern Railway Commission.

Colonial Secretary's Office,
Colombo, September 2, 1890.

SIR,—WITH reference to your letter of the 27th ultimo, annexing copy of a resolution passed at a meeting of the Jaffna Railway Commission relative to the appointment of a Secretary, I am directed to inform you that His Excellency the Governor has sanctioned the employment of Mr. J. C. Farquharson of the Ceylon Government Railways as Secretary of the Commission.

2. The General Manager of the Railway has been requested to place Mr. Farquharson's services at your disposal.

3. It is not proposed to grant Mr. Farquharson a bonus for his services as Secretary.

I am, &c.,
H. L. CRAWFORD,
for Colonial Secretary.

No. 4.—The CHAIRMAN, Northern Railway Commission, to (1) the GOVERNMENT AGENT of the North-Western Province, (2) the GOVERNMENT AGENT of the Northern Province, (3) the GOVERNMENT AGENT of the North-Central Province. (See No. 1, page 1.)

Colombo, April 24, 1890.

SIR,—REFERRING to letter of December 27, 1887, addressed to you by the Select Committee of the Legislative Council appointed to consider the question of Railway Extension to Jaffna, and to your reply thereto dated February 29, 1888,* I have the honour to request that you will inform me, for the information of the Special Commission on Railway Extension Northwards, now sitting, whether you adhere to the opinions expressed in your letter above-mentioned, or whether you would wish in any way to modify or add to the information therein given by you.

2. Owing to the length of time that has elapsed since the date of your letter, it is possible that you may now be in possession of, or may be able to obtain within a short time, fuller and more reliable statistics than were then available.

I am, &c.,
W. H. RAVENSCROFT,
Chairman.

No. 5.—The GOVERNMENT AGENT, North-Central Province, to the CHAIRMAN, Northern Railway Commission.

No. 798. Anurádhapura Kachchéri, April 26, 1890.

Railway Extension to Jaffna.

SIR,—I HAVE the honour to acknowledge the receipt of your letter dated the 24th instant on the above subject, and to state that I will reply later on when I have re-examined the figures.

I am, &c.,
R. B. HELLINGS,
for Government Agent.

No. 6.—The GOVERNMENT AGENT, North-Western Province, to the CHAIRMAN, Northern Railway Commission.

No. $\frac{334}{1134}$. Kurunégala Kachchéri, May 6, 1890.

SIR,—WITH reference to your letter of the 24th ultimo, I have the honour to state that in my annual report for 1889 I have written as follows :—

"It will perhaps be said that the question of a railway to Kurunégala has been already disposed of by the Jaffna Railway Commission, but it was then considered as part of a much larger question. It should however be dealt with for the present apart from that of further extension northwards. Kurunégala may be said to be the centre of distribution of the district and the depôt at which all goods are collected, which afterwards find their way to Polgahawela Salt, for instance, is brought from Puttalam and is then carried in other carts either to Kandy by road or to the railway It is the same with plumbago. The carts from the pits bring in about 15 cwt. each, and at Kurunégala it is put into larger carts (from a ton to a ton and a half in each cart) and taken to Polgahawela. The area of cultivation, cocoanuts especially, has largely increased during the past few years ; indeed there has been considerable development in the production of cocoanuts, copperah, and many other articles even since the estimates of traffic were prepared in 1887 for the Jaffna Commission. This will, I have no doubt, be proved by the statement of receipts at Polgahawela station, three-fourths of which may be taken to be on account of goods and passengers from Kurunégala. I would strongly recommend that a preliminary survey should be made of the line and an approximate estimate framed of the cost as well as a revised estimate of the probable traffic."

This revised estimate of traffic I shall have prepared as soon as possible, and shall send to you when ready. A railway to Kurunégala could be very cheaply constructed. The line would pass through flat country, not subject to floods, and the streams to be crossed are insignificant.

2. Although, however, I am strongly of opinion that the extension to Kurunégala may be, and indeed ought to be, separately considered, I have given much attention to the general question of railway extension northwards, and from my own observation, and from inquiries I have made, have come to the conclusion that a better route than any of the three, reported on by the Select Committee appointed in 1887, would be a line (marked by crosses on the accompanying sketch) passing close to Yápahuwa and joining the North road near Tirappané, from which point a railway could as easily be made to Trincomalee as from Dambulla. The line I suggest would pass through country much more level and with more population than that *via* Dambulla, and would certainly command more traffic. There has been considerable misapprehension as to the amount of traffic between Kurunégala and Anurádhapura. My predecessor reported it (in 1888) to be almost nil, "being confined to about eight or ten carts a year going with fine grain, arecanuts, &c., and returning empty, except during the months of July and August, when a large number of carts carry pilgrims." A record which I have had kept at Balalla since the end of September last tells a very different tale. I annex for your information two abstracts (marked A and B†) showing the number of carts and the quantities and descriptions of goods which have passed that place during the six months ended March 31 last. A shows the more local traffic, and B that to and from Anurádhapura and places beyond it and to and from Pádeniya. Balalla and Pádeniya are marked on the sketch herewith forwarded. The record of the traffic is still being kept.

I am, &c.,
ALLANSON BAILEY,
Government Agent.

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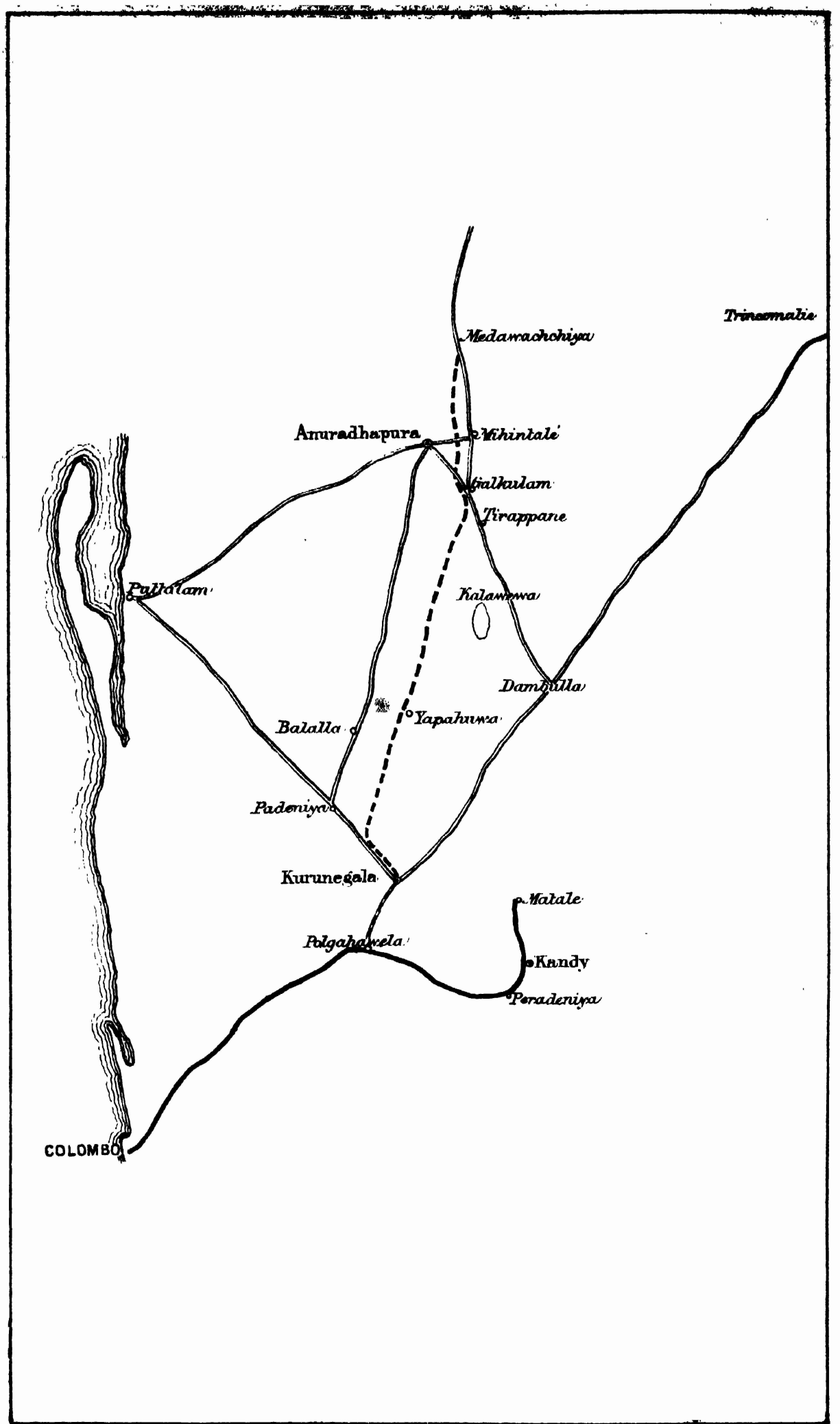
* Sessional Paper VIII of 1889, page 6, Northern Province ; page 10, North-Western Province ; page 12, North-Central Province.

† Not printed separately, but included in the returns for the rest of the year (Tables 8A and 8B).



Lith. Surveyor General's Office. Colombo. 11/90 No 33

(To face page 25.)

No. 7.—The SECRETARY, Northern Railway Commission, to the GOVERNMENT AGENT, North-Western Province.

No. 41. Colombo, October 24, 1890.

SIR,—UNDER instructions from the Commissioners, and with reference to your letter No. $\frac{1,222}{1,117}$ of May 6 and 1,073 of July 23, and the telegram addressed to you by the Chairman of the Commission on the 16th instant, I have the honour to request you to be good enough to send me, as early as possible, the detailed particulars of cart and other traffic as tallied at Balalla and Potuhera to end of September.

Will you also please send the October return as soon as it is completed.

It will greatly add to the value of the returns if you will enter the up (traffic from Polgahawela) and the down (traffic towards Polgahawela) separately.

I am, &c.,

J. C. FARQUHARSON,
Secretary.

No. 8.—The GOVERNMENT AGENT, North-Western Province, to the SECRETARY, Northern Railway Commission

No. $\frac{1,225}{1,115}$ Kurunégala, October 29, 1890.

SIR,—REFERRING to your letter No. 41 of the 24th instant, I have the honour to forward herewith detailed particulars of cart and other traffic as tallied at Balalla and Potuhera to end of September, 1890. (See 8 A and 8 B, pages 26 and 27.)

I am, &c.,

ALLANSON BAILEY,
Government Agent.

No. 8 A.—*Enclosures in Letters from the Government Agent, North-Western Province, Nos.* $\frac{563}{7123}$ *of May 6 (page 24), and* $\frac{1538}{7123}$ *of October 29 (page 25).*

A.—Abstract of Local Traffic as registered at Ballala.

Year and Month	No. of Carts. Unloaded	No. of Carts. Loaded. Goods.	No. of Carts. Loaded. Passengers.	Total No. of Carts.	No. of Passengers. By Cart.	No. of Passengers. By Foot.	Rice. Bags.	Dry Grain. Bags.	Paddy Bags	Salt. Bags.	Chillies, Bags.	Cloth. Bales	Miscellaneous. Bags.	Miscellaneous. Pieces.	Vegetables and Fruit. Bags or Bundles.	No. of Cocoa-nuts.	Copperah Cwt.	Tobacco, Bundles.	Tiles.	Arrack, Pipes.	Iron, Cwt.	Earthenware.
1889.																						
November ...	14	72	7	93	13	—	423	35	15	—	30	—	275	—	—	—	—	—	—	1	—	—
December ...	10	120	9	139	25	—	816	110	—	—	49	—	392	4	—	—	—	—	—	—	—	—
Total ...	24	192	16	232	38	—	1,239	145	15	—	79	—	667	4	—	—	—	—	—	1	—	—
1890.																						
January ...	14	113	10	137	45	—	749	203	8	—	—	—	590	15	1,011	—	—	—	—	—	—	—
February ...	29	111	15	155	42	—	298	131	—	—	—	—	943	—	220	400	—	—	—	1	—	—
March ...	15	132	16	163	44	—	429	40	15	—	20	96	792	—	50	—	—	—	—	1	12	—
April ...	26	112	43	181	151	—	392	264	19	15	20	—	572	—	—	1,500	—	—	—	2	—	—
May ...	24	165	33	222	96	—	672	443	—	40	24	—	436	14	—	8,200	—	—	—	1	—	—
June ...	72	152	27	251	70	—	753	392	54	—	—	—	369	10	44	9,200	—	—	—	—	—	—
July ...	48	136	41	225	280	—	505	432	112	—	—	—	316	4	98	4,420	—	—	—	1	—	—
August ...	42	124	10	176	366	569	654	224	12	—	—	—	586	205	100	2,100	65	—	—	1	—	—
September ...	33	113	12	158	339	1,071	232	733	—	—	—	10	231	20	190	3,300	66½	—	—	—	—	—
October ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total ...	303	1,158	207	1,668	1,433	1,640	4,684	2,862	220	55	64	106	4,835	268	1,713	29,120	131½	—	—	7	12	—
1889, Nov. & Dec. ...	24	192	16	232	38	—	1,239	145	15	—	79	—	667	4	—	—	—	—	—	1	—	—
1890, Jan. to Sept. ...	303	1,158	207	1,668	1,433	1,640	4,684	2,862	220	55	64	106	4,835	268	1,713	29,120	131½	—	—	7	12	—
Total for 11 months.	327	1,350	223	1,900	1,471	1,640	5,923	3,007	235	55	143	106	5,502	272	1,713	29,120	131½	—	—	8	12	—

No. 8 B. B.—Abstract of Traffic to and from Anurádhapura and places beyond on the one side, and to and from Pádeniya and places beyond it on the other.

Year and Month.	No. of Carts.			Total No. of Carts.	No. of Passengers.		Description and Quantity of Goods.														
	Unloaded	Loaded.			By Carts.	On Foot.	Rice. Bags.	Dry Grain. Bags.	Paddy. Bags.	Salt. Bags.	Chillies, Bags.	Cloth. Bales.	Miscellaneous.		Vegetables and Fruit, Bags or Bundles.	No. of Cocoanuts.	Copperah. Cwt.	Tobacco, Bundles.	Tiles.	Arrack Pipes.	Iron, Cwt.	Earthenware Pieces.
		Goods.	Passengers.										Bags.	Pieces.								
1889.																						
September 23 to 30	5	82	9	96	22	—	245	199	—	48	20	95	97	—	—	13,100	—	—	—	—	—	—
October ...	16	320	27	363	91	—	1,467	268	32	159	140	26	832	—	357	23,750	—	9	2,000	—	—	—
	21	402	36	459	113	—	1,712	467	32	207	160	121	929	—	357	36.850	—	9	2,000	—	—	—
November ...	27	118	19	164	33	—	136	203	6	20	—	—	166	233	1,244	13,325	—	—	—	—	—	—
December ...	32	133	12	177	48	—	48	340	36	207	8	—	275	—	—	—	—	—	—	1	—	—
	59	251	31	341	81	—	184	543	42	227	8	—	441	233	1,244	13,325	—	—	—	1	—	—
1890.																						
January ...	39	142	18	199	74	—	48	424	65	52	10	—	272	5	—	17.910	—	—	—	—	—	—
February ...	30	96	37	163	136	—	60	293	40	172	—	—	230	—	46	13,700	—	—	—	—	—	—
March ...	18	211	32	261	113	—	36	788	—	76	—	82	507	10	29	33,400	—	48	—	—	—	—
April ...	8	88	4	100	11	—	39	161	—	162	—	—	294	—	—	8,050	—	—	—	—	—	—
May ...	14	464	5	483	6	—	12	250	—	118	—	—	3,263	200	—	34,530	—	56	—	—	—	—
June ...	329	216	6	551	17	—	23	321	—	144	—	—	506	—	50	53,600	—	10	—	—	—	—
July ...	7	101	14	122	51	—	—	230	—	151	—	—	186	—	—	34,859	—	—	—	—	—	—
August ...	47	273	11	331	704	1,055	283	932	167	207	—	—	38	288	5	45,716	—	—	—	—	—	—
September ...	66	210	14	290	674	969	137	1,166	140	211	—	—	155	—	70	45,500	19½	—	—	—	—	720
Total ...	558	1,801	141	2,500	1,463	2,024	638	4,565	352	1,293	10	82	5,451	503	200	287,265	19½	114	—	—	—	720
1889, Nov. & Dec...	59	251	31	341	81	—	184	543	42	272	8	—	441	233	1,244	13,325	—	—	—	1	—	—
1890, Jan. to Sept...	558	1,801	141	2,500	1,463	2,024	638	4,565	352	1,293	10	82	5,451	503	200	287,265	19½	114	—	—	—	720
Total for 11 months	617	2,052	172	2,841	1,544	2,024	822	5,108	394	1,565	18	82	5,892	736	1,444	300.590	19½	114	—	1	—	720

8 C. C.—Return of Traffic on the Kurunégala-Polgahawela Road from September 1 to 30, 1890.

Number of Carts :—	
Unloaded...	501
Loaded { Goods	1,095
Loaded { Passengers	767
Total number of carts	2,363
Number of passengers by cart ...	2,862
Description and Quantity of Goods :—	
Rice bags	3,277
Dry grains bags	102
Paddy bags	128
Salt bags	636
Chillie bags	189
Cloth bundles	72
Miscellaneous { Bags	2,153
Miscellaneous { Pieces	2,316
Vegetable and fruit bags and bundles ...	400
Number of cocoanuts	49,850
Tobacco bundles	566
Tiles	8,500
Bricks	5,000
Arrack casks	16
Oil casks	65
Empty casks	64
Gunpowder casks	—
Plantain bunches	3,600
Hemp bundles	241
Rattans	6,932
Cement casks	27
Gunpowder carts	2
Tea chests	20
Dry fish	—
Cash boxes	2
Kerosine tins	16
Miscellaneous bundles	806
Plumbago casks	1,148
Foot passengers	8,286

No. 9.—The CHAIRMAN, Northern Railway Commission, to the Hon. the GOVERNMENT AGENT, Kandy.

Colombo, April 24, 1890.

SIR,—I HAVE the honour to inform you that a Special Commission has been appointed to inquire and report generally with regard to the means of improving railway communication with the northern parts of the Island.

2. I annex some questions to which the Commission request you will, as early as you can conveniently do so, reply

I am, &c.,
W. H. RAVENSCROFT,
Chairman

Paper of Questions

1.—What goods are carried by cart from Jaffna to Mátalé and from Anurádhapura to Mátalé, and *vice versa?*

2.—Can you give the probable quantity of each description of goods so carried in a year? If possible, give this information in respect of last year and each of the two previous years.

3.—What are the transport rates per ton for each description of goods to or from Jaffna and Anurádhapura? If the rates fluctuate, give the highest, lowest, and average rates for the past three years.

4.—What quantity of timber (exclusive of that supplied to the Public Works Department and for other local purposes) is annually sold by you? Where is it sold, and what is the cost of transport to the place of sale?

5.—Can you ascertain approximately the average number of persons (exclusive of immigrants) who leave or pass through Mátalé annually on their way to or from Jaffna and Anurádhapura?

6.—Can you ascertain approximately the average annual number of immigrants who arrive from Mannár or leave Mátalé for Mannár?

7.—Supposing a railway were constructed from Polgahawela *via* Kurunégala, Dambulla, and Anurádhapura, to Jaffna, do you think the immigrant coolies would take the train in preference to walking?

10.—The Hon. the GOVERNMENT AGENT, Kandy, to the CHAIRMAN, Northern Railway Commission.

No 1,476. Kandy Kachchéri, August 22, 1890.

SIR,—I HAVE now the honour to enclose a paper of replies to the questions put in your letter of April 24 last.

I am, &c.,
J. J. THORBURN,
for Government Agent.

Paper of Replies.

1.—*From Matalé to Jaffna:* Arecanuts, lime, mangoes, sundries, cotton, wooden cigar boxes, gingelly, sugar and furniture.

From Jaffna to Mátalé: Tobacco, dry fish, gingelly, onions, furniture, cigars, and sundries.

From Mátalé to Anurádhapura: Cocoanuts, arecanuts, lime, sundries, vegetables, cement, arrack, wooden boxes, furniture, tiles, paddy, cloth, plantains, oil, iron, sugarcane or sugar, fruits, liquor, rice, iron pipes.

From Anurádhapura to Mátalé: Gingelly, cement, paddy, chillies, furniture, dry fish, honey, cotton, tobacco.

2.—The traffic passing Dambulla was tallied from June 1, 1889, to May 31, 1890, with the following result :—

From Mátalé to Jaffna.	Double-bullock Carts.
Arecanuts	43
Lime	14
Mangoes	3
Sundries	26
Cotton	5
Wooden cigar boxes ...	9
Cloth	4
Gingelly	7
Sugar	11
Furniture	3
	125

From Jaffna to Mátalé.	Double-bullock Carts.
Tobacco	429
Dry fish	16
Gingelly	13
Onions	8
Furniture	17
Cigars	36
Sundries	14
	533

From Mátalé to Anurádhapura.

Cocoanuts	...	21 double-bullock carts.	
Do.	...	5 single	do.
Arecanuts	...	43 double	do.
Lime	...	17 double	do.
Do.	...	1 single	do.
Sundries	...	26 double	do.
Vegetables	...	34 double	do.
Do.	...	9 single	do.
Cement	...	21 double	do.
Arrack		18 double	do.
Wooden boxes	...	16 double	do.
Furniture	...	33 double	do.
Tiles	...	14 double	do.
Paddy	...	18 double	do.
Cloth	...	15 double	do.
Do.	...	4 single	do.
Plantain	...	27 double	do.
Oil	...	3 double	do.
Iron	...	10 double	do
Sugarcane	...	17 double	do.
Do.	...	2 single	do.
Oranges	...	8 double	do.
Fruits	...	5 double-bullock carts.	
Liquor	...	2 double	do.
Rice	...	29 double	do.
Do.	...	4 single	do.
Iron pipes	...	6 double	do.
Total	...	408	

From Anurádhapura to Mátalé.

Gingelly	.	32 double-bullock carts.	
Cement	...	3 double	do.
Paddy	..	18 double	do
Chillies	.	24 double	do.
Do.	...	3 single	do
Furniture	.	11 double	do.
Dry fish	...	21 double	do.
Honey	...	2 single	do.
Cotton	...	4 double	do.
Tobacco	...	17 double	do.
Total	...	135	

(See 31, page 40 for later return.)

N. B.—The weight of a full loaded Jaffna cart is, as reported by the Assistant Government Agent, Mátalé, 20 cwt., of a local cart 25 cwt.

3.—I append copy of a letter, marked A, from Mr. Daniel Joseph, who is, I believe, one of the chief Jaffna traders resident in Mátalé, addressed to Mr. Burrows on this subject.

4.—I append copy of a report, marked B, from the Mátalé depôt keeper to my Assistant in reply to this question; but the question as put will not elicit any information bearing on the question. What the Commission want to know is, I presume, the tonnage of timber carried into Mátalé depôt from the north- from points whence it might have been carried by rail had there been a railway.

5.—My Assistant at Mátalé is unable to answer this question.

6.—The following figures are supplied by Mr. Burrows :—

	1885.	1886	1887.	1888.	1889.
Immigrants	17,435	13,633	36,737	43,660	28,980
Emigrants	11,125	11,330	13,466	17,203	15,980

7.—Mr. Burrows writes :—"As regards question 7 I can only guess in the affirmative."

As the fare from Madawachchi to Mátalé would be less than a rupee per head for each gang of eight persons, possibly the coolies might prefer the train to walking. Kanganies are always anxious to hurry the coolies on to the estates to which they are bound.

No. 10 A.—Enclosure A in No. 9 from the Government Agent, Central Province.

MR. DANIEL JOSEPH to the ASSISTANT GOVERNMENT AGENT, Matalé.

No. 156. Mátalé, July 3, 1890.

SIR,—In reply to your letter No. $\frac{A.10}{142}$ of May 14, I have the honour to inform you that tobacco is chiefly the article of trade transported from Jaffna to Mátalé and Anurádhapura, for which an approximate rate of cart hire could be quoted for the past three years. In the tobacco carts the carters often bring here onions, chillies, dry fish, ola baskets, mats, jaggery, palmyrah roots, &c., in small quantities for purposes of trade on their private account, but the transport rates of these articles cannot be ascertained accurately. The tobacco transport is conducted by the Jaffna carts, and as these carts begin to ply on the North road during the summer season, namely, from March to October in each year, there is no fluctuation in the rates during those eight months. Except at the beginning of each year, from inquiries made, I understand that these rates have been decreasing year by year for the past three years owing to the improved condition of the North road, which is now being rapidly metalled, and the keen competition amongst the carters, many of whom make a living by the plying of their carts and that the following approximate rates were paid for the transport of tobacco from Jaffna to Mátalé, a distance of 181 miles (through Mihintalé), namely, in 1887, Rs. 40 per ton; in 1888, Rs. 37 50 per ton; in 1889, Rs. 35 per ton. And to Anurádhapura from Jaffna, a distance of 120 miles in 1887, Rs. 25 per ton; in 1888, Rs. 20 per ton, in 1889, Rs. 17·50.

I believe that when the remaining portion of the North road about 60 miles, is completed metalling, there will also be a corresponding decrease in cart hire. From Mátalé to Jaffna there is hardly a trade to speak of beyond the purchase by the carters of a bushel or two of coffee, couple of pounds of tea, a few bags of arecanut and bales of cloth, to supplement their proper loads of the Vanni produce which they begin to buy at Mandatugama, and go on buying everything of profit to them, such as gingelly seed, paddy, kurakkan, illuppai seed, &c., till they reach Kanakarayankulam, and for these articles, too, no transport rates could be quoted, except for the transport of Government stores from my store to Anurádhapura. The rates I paid for doing this service during the past three years depended chiefly on the urgency of the transport of such stores, the state of the weather, and scarcity of carts. I beg to quote the following as the approximate rates paid by me for the transport of Government stores from Mátalé to Anurádhapura, a distance of 70 miles: namely, for 1887, Rs. 17 50 per ton, for 1888, Rs. 16 per ton; and for 1889, Rs. 15 per ton.

For the above three years the highest rate paid by me was Rs. 20 and lowest Rs 14 per ton.

I have, &c.,

DAN. JOSEPH.

No. 10 B.—Enclosure B in No. 9 from the Government Agent, Central Province.

The MÁTALÉ DEPOT KEEPER to the ASSISTANT GOVERNMENT AGENT, Mátalé.

Mátalé, June 25, 1890.

SIR,—I BEG to submit a statement of timber forwarded from Alu Mátalé depot by rail to Colombo to the Central Depot for sale, for fourteen months commencing from March, 1889, and ending in April, 1890. As the timber supplied to the Public Works Department and for other local purposes are meant to be excluded in the query, I have not included timber, sawn and in log, sold at the depot. The place of sale virtually is Mátalé, though the timber appearing in the annexed statement we sent to the Central Depot for sale; and the cost of transport from Dambulla, whence they are mostly removed to Mátalé, is approximately twenty-two cents, and thence to Colombo by rail is thirty-three cents per cubic foot.

While on this subject, I beg to submit the following remarks in connection with the projected railway to Jaffna. If the scheme of running the line *via* Polgahawela, Kurunegala, and Dambulla be adopted in preference to the other routes suggested, Dambulla as a tapping point will throw a very considerable amount of traffic to the proposed railway in point of timber. Timber of different kinds, and of high commercial value, which abound in large tracts both in Crown and private and temple forests in this part of the Central Province, and in the whole of North-Central Province, will doubtless make an important item in the calculation of exports, while the trade in timber now carried on by the Forest Department will be enormously increased with such facilities of transport. As it is, timber is laboriously transported both from Dambulla and Anurádhapura, entailing delay.

Now that the question of railway sleepers is being discussed by, and engaging the attention of, Government, timbers that are comparatively cheap and easily procurable for the purpose can be had in the forests of Dambulla and Anurádhapura, such as palu (ironwood), kumbuk, milla, &c.

The other threatening want of firewood or fuel to the railway can also be met by the practically inexhaustible amount of valueless timber that are to be found thereat, the utilisation of which is now rendered impracticable owing to the difficulty and cost of transport to Mátalé by the only available source—the carts.

I am, &c.,
C. D. PETER.

Enclosure B—*continued.*

Statement of Timber forwarded by Rail to the Central Depot, Colombo, from the Mátalé Depot, from March, 1889, to April, 1890

Kind of Timber.	Number of Logs.	c. ft.	c. in.
Satinwood	20	672	11
Palu	30	924	6
Milla	28	693	8
Wewarana	10	173	11
Kolon	10	319	8
Godakirilla	3	126	1
Mini Damba	3	122	5
Hulanhik	4	148	1
Kumbuk	1	43	10
Panakka	1	23	9
Maha Andara	1	60	0
Pihimbiya	2	52	2
Halmilla	104	1,128	11
Total ...	217	4,489	11

No. 11.—The CHAIRMAN, Northern Railway Commission, to the DIRECTOR OF PUBLIC WORKS.

Colombo, April 23, 1890.

SIR,—WITH reference to letter of December 27, 1887, addressed to you by the Select Committee of the Legislative Council appointed to consider the question of Railway Extension to Jaffna, and to your reply dated January 19, 1888, No. 115,* I have the honour to request you to inform me whether you adhere to the opinions expressed and to the figures given by you therein; and in reference to the first question of the Select Committee, I would ask you to supplement the information given in your answer thereto, by further and similar information for the years 1888 and 1889.

2. I have also to request you to state—(*a*) Whether in your opinion the traffic on the North road has increased or diminished within the last three years, and if so, to what extent; (*b*) Whether the number of houses on the roadside on the North road has increased during the last three years.

I have, &c.,
W. H. RAVENSCROFT,
Chairman.

No. 12.—The DIRECTOR OF PUBLIC WORKS to the CHAIRMAN, Northern Railway Commission.

No. 1,363. Colombo, August 18, 1890.

SIR,—WITH reference to the second paragraph of your letter of April 23 last, I have the honour to state that the traffic on the North road has increased considerably, and that the increase is due to the improved condition of the road. Carts can now use the road throughout the year. A few years ago it was almost impassable during the rainy season, and as a rule traffic was then suspended.

2. The increased expenditure on maintenance from Puliyankulam to Elephant pass is caused by the use of metal for repairs instead of gravel.

I am, &c.,
ROBERT K. MACBRIDE,
Director of Public Works.

P.S.—There is a considerable increase in the number of houses along the North road during the last fifteen years, but I do not think there has been any increase during the past three years.

* Sessional Paper VIII. of 1889, page 13.

No. 13.—The DIRECTOR OF PUBLIC WORKS to the CHAIRMAN, Northern Railway Commission.

No. 226. Colombo, July 22, 1890.

SIR,—REFERRING to your letter of the 15th instant, I have the honour to state that I think a railway to Jaffna should be taken to Anurádhapura *viá* Pádeniya from Kurunégala, being through a more populated country, besides being an easier one in regard to works of construction. The distance this way would be :—

	Miles.
Polgahawela to Kurunégala	12·0
Kurunégala to Anuradhapura *via* Pádeniya	67·50
Anurádhapura to Jaffna *via* Vavuniya-Vilánkulam	120·50
	200·0

A survey would cost Rs. 250 a mile if undertaken by Engineers of the Public Works Department : if other engineers were engaged specially the cost of the survey would depend on the remuneration they receive, but it may be set down at four times what it would cost departmentally.

I concur generally in Mr. Ormsby's opinion regarding the probable cost of the construction of the railway, provided it is on a gauge of 3 ft. 0 in., a gauge I am strongly in favour of, and the adoption of which I shall advocate in a paper which I shall submit to you as soon as possible. (See 117, page 111.)

Meanwhile the information required in the late Mr. Ravenscroft's letter of April 24 last is herewith forwarded :—

Cost of Maintenance, Mátalé-Jaffna Road.

	1887. Expenditure. Rs. c.	1888. Expenditure. Rs. c.	1889. Expenditure. Rs. c.
Mátalé to Dambulla ...	14,209 30	14,210 82	14,026 4
Mirisgoni-oya to Galkandamadu	13,501 72	13,381 72	13,658 47
Galkandamadu to Paliyankulam	5,466 70	9,109 48	9,282 43
Paliyankulam to Elephant Pass	8,276 69	9,619 74	15,721 9
Elephant Pass to Kodikámam ...	4,899 24	4,979 35	5,766 55
Kodikámam to Jaffna ...	3,768 37	3,780 32	3,822 89
Total ...	50,122 2	55,081 13	62,277 47

I am, &c.,

ROBERT K. MACBRIDE,
Director of Public Works.

No 14.—The CHAIRMAN, Northern Railway Commission, to the GENERAL MANAGER, Ceylon Government Railways, and the DIRECTOR OF PUBLIC WORKS.

No. 10. August 20, 1890.

SIR,—I HAVE the honour to forward to you copy of a resolution passed at a meeting of the Commission appointed by His Excellency the Governor to inquire into the means of improving railway communication with the northern parts of the Island, held on the 18th instant, and to request that you will be good enough to favour me with a reply as soon as possible.

I am, &c.,

F. R. SAUNDERS,
Chairman.

Resolutions referred to. (Nos. 12 and 15, page 1.)

Resolved,—That the General Manager, Ceylon Government Railways, be asked whether, admitting the correctness of the figures relating to goods and passenger traffic and other items shown in paragraph 16 of the memorial addressed to Sir Arthur Gordon by a Committee appointed at a public meeting held at Colombo on August 5, 1889* (Sessional Paper XXXII of 1889), he is prepared to confirm as correct the estimate given in that paragraph ; and if he has any amendments to make, to request that he will be good enough to state them in detail. (Reply No. 15, page 31.)

Resolved,—That the Director of Public Works be asked to furnish the Commission with any returns of traffic along the North road which may have been kept during the past two years. (Reply No. 16, page 32.)

No. 15.—The GENERAL MANAGER, Ceylon Government Railways, to the CHAIRMAN, Northern Railway Commission.

General Manager's Office,
No 707. Colombo, August 30, 1890.

SIR,—IN confirmation of the verbal statements I made the day before yesterday at a meeting of the Commissioners of the proposed Jaffna Railway, which included a reply to your letter of the 25th instant, I have the honour to state that, subject to price fluctuations, the estimates of Rs. 700,000 and Rs. 188,500 are, in my opinion, correct.

2. With reference to the train service, it will doubtless be found necessary to run two trains each way daily between Polgahawela and Kurunégala connecting with the Main line trains. From Kurunégala to Jaffna the goods traffic appears to be about 17,000 or 18,000 tons per annum, or say 50 tons a day, *i.e.*, 25 tons each way daily.

3. A reference to my last Administration Report shows that the average load of our goods wagons has been 3 tons per wagon : 25 tons would therefore require nine wagons.

4. For the passenger traffic the following vehicles would be required for each train, viz., 2 brake vans, 1 first class carriage seating 12 passengers, 2 second class carriages seating 40 passengers, 4 third class carriages seating 200 passengers : total 9 vehicles seating 252 passengers.

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* Sessional Paper VIII. of 1887, pages 3 and 13

5. With a fairly straight and level line of existing gauge and rails of not less weight than 60 lb. per yard, and rolling stock similar to that at present in use on the Main line, these 18 vehicles would just make a train load, One train each way daily would therefore convey the estimated traffic if it varied but little each day, but as experience shows that traffic does fluctuate, it would be necessary to run extra (special) trains from time to time in proportion to the fluctuation.

I am, &c.,
W. T. PEARCE,
General Manager.

No. 16.—The DIRECTOR OF PUBLIC WORKS to the CHAIRMAN, Northern Railway Commission.

No. 1,444. Colombo, August 29, 1890.

SIR,—REFERRING to your letter of the 20th instant, I have the honour to forward herewith a return, together with a diagram map. (Map not printed.)

The through traffic between Jaffna and Mátalé is between 500 and 600 carts per month. The traffic at the end of the road is actually greater, increasing in the Jaffna peninsula to 3,300 carts a month, and between Mátalé and Dambulla exceeding 600. The traffic from the north to Vavuniya-Vilagkulam exceeds 700 carts a month.

I am, &c.,
R. K. MACBRIDE,
Director of Public Works.

Enclosure in No. 16.

Road Traffic—Average Number of Carts per Month.

	Miles.	1888.			1889.				1890.		Average per Month.	Average per Day.
		June.	Sept.	Dec.	March.	June.	Sept.	Dec.	March.	June.		
1 Jaffna to Kaitadi ...	6·50	2,010	4,200	4,080	2,100	3,330	2,750	—	—	4,680	3,307	110·2
2 Kaitadi to Mankulam ...	54	3,056	1,140	1,120	2,852	2,460	2,250	—	—	2,368	2,178	72·6
3 Mankulam to Galkandamadu ...	35	886	800	486	685	797	708	—	—	704	723	24·1
4 Galkandamadu and Rambéwe ...	18·27	616	—	508	511	481	543	—	375	588	517	17·2
5 Rambéwe to Anurádhapura ...	9·02	408	—	124	148	412	159	—	237	368	265	8·8
6 New Central road ...	29·50	700	—	632	520	531	431	501	531	727	571	19·0
7 Central road, 23rd mile, Anurádhapura ...	7 50	211	—	207	162	170	183	—	163	476	224	7·5
8 Old do ...	5·87	500	—	260	215	396	309	—	159	239	297	9·9
9 Old do. ...	6	285	—	275	320	398	298	315	—	—	315	10·5
10 Mirisgoni-oya to Balakaduwa ...	36·50	1,088	752	—	612	541	456	350	526	639	620	20·7

No. 17.—The CHAIRMAN, Northern Railway Commission, to the DIRECTOR OF PUBLIC WORKS.

No 17. Colombo, September 5, 1890.

SIR,—WITH reference to your letter No 1,444 of the 29th ultimo, enclosing return and diagram map, for which I am obliged, I have the honour to request you to be good enough to state if the carts shown in the return include both empty and loaded carts, and if the figures represent the carts passing both up and down

A reply to-day will oblige

I am, &c,
F. R. SAUNDERS,
Chairman.

18.—The DIRECTOR OF PUBLIC WORKS to the CHAIRMAN, Northern Railway Commission.

No. 1,509. Colombo, September 8, 1890.

SIR,—REFERRING to your letter No. 17 of the 5th instant, I have the honour to state that the carts shown on the return include both empty and loaded carts, and the traffic both up and down

I am, &c.,
R. K. MACBRIDE,
Director of Public Works.

No. 19.—The CHAIRMAN, Northern Railway Commission, to the GOVERNMENT AGENT, Jaffna.

SIR,—IN continuation of the letter addressed to you by the Special Commission on Railway Extension Northwards on April 23 last, I have the honour to request that you will be good enough to establish points of observation for the registration of traffic along the North road. The number of passengers should be counted, and the weights and quantities carried in each cart ascertained as far as possible.

The points of observation recommended are Elephant pass, Vavuniya-Vilánkulam, Madavachchi, Anurádhapura, and Dambulla. Regarding those not situated in the Northern Province, a separate communication has been addressed to the Government Agents of the North-Central and Central Provinces The Commission recommends the use of two forms, one for goods and passenger cart traffic and one for foot passengers (see heads annexed), and begs that you will be good enough to give such instructions to the persons charged with the duty of observation as may best guard against the information contained in form 2 being misleading, the object being to obtain a record of *bonâ fide* travellers and not of inhabitants of neighbouring villages merely passing from one to another.

I am, &c,
F. R. SAUNDERS,
Chairman.

Form 1, for Goods and Passenger Traffic.

Date
Registered number of cart
Where from
Destination
Weight or quantity in cart and description of goods
Number of passengers

Form 2, for Foot Passengers.

Adult passengers
Nationality
Sex
Where from
Where to

Similar letter to Government Agent, North-Western Province, thanking him for the very interesting information already afforded, and asking him to continue his observation at Balalla, and to establish another post at a convenient point between Kurunégala and Polgahawela.

To Government Agent, North-Central Province, same as to Northern Province, *mutatis mutandis*, points not situated in the North-Central Province. (Communications addressed to Northern Province and Central Province.)

Ditto to Government Agent, Central Province, simply asking him to establish a point of observation at Dambulla without any reference to other Provinces.

Forms to all.

(See also further letters dated September 5, 1890, No. 24, page 34.)

No. 20.—The GOVERNMENT AGENT, Jaffna, to the CHAIRMAN, Northern Railway Commission.

No. 172. Jaffna Kachcheri, June 30, 1890.

SIR,—REFERRING to your letter of the 18th instant, I have the honour to inquire—

(1) How the charges incurred for the registration of traffic along the North road are to be met?
(2) What sum will be allowed me to cover the charges?
(3) And for what time the registration is to be kept up?

2. Annexed is copy of a letter which I addressed to Government regarding the points of observation to be established on the Central road for the registration of traffic.

As recommended by me, a register should be kept up at Mankulam in the Mullaittivu District at junction of the Mankulam-Mullaittivu road with the Central road.

I am, &c.,
W. C. TWYNAM,
Government Agent.

Enclosure in No. 20.

The GOVERNMENT AGENT, Jaffna, to the Hon. the COLONIAL SECRETARY.

No. 155. Jaffna Kachchéri, May 8, 1889.

SIR,—IN reply to your letter of the 3rd instant, No. 127, I have the honour to report that registers can be kept if persons are specially appointed to keep them. No reliable registers can however be kept without special persons being appointed to keep them.

2. Registers would have to be kept at Elephant Pass, Mankulam, Vavuniya, Madawachchi, Dambulla and Mátalé.

3. At each station two registers will be required to relieve each other, with two peons.

4. Registers shall be kept in the following form :—

Date.	Down Carts.	Up Carts.	License No. of Carts and Year of License.	Kachcheri at which Licensed.	Where from	Where going.	Contents.	Remarks.

5. The cost of keeping these registers would amount to :—

			Rs.
Twelve registrars at Rs. 30 each per month	...	...	4,320 per annum
Twelve peons at Rs. 10 do.	...	...	1,440 do.
Cost of books, stationery, huts, &c.	...	...	1,500 do.
		Total ...	7,260

I am, &c.,
W. C. TWYNAM,
Government Agent

No. 21.—The GOVERNMENT AGENT, Kurunégala, to the CHAIRMAN, Northern Railway Commission.

Kurunégala Kachchéri,
No. 1,073. July 23 (24), 1890.

SIR,—ADVERTING to your letter of the 18th ultimo, I have the honour to state that observations are being taken at Balalla, on the road to Anurádhapura, of the passenger and foot traffic, care being taken to exclude what passes between the villages in the immediate neighbourhood of the post of observation.

Another station will be established between Polgahawela and Kurunegala for the same purpose.

I forward for your information copy of letter from the Ratémahatmayá of Wanni Hatpattu giving important information regarding the number of pilgrims that pass up the Balalla road to Anurádhapura, and which is likely to increase if the railway runs through Kurunegala.

There are also large numbers of pilgrims passing through Kurunegala from up-country on their way to St. Anna's in the Puttalam District.

I am, &c.,
C. A MURRAY,
Acting Government Agent.

Enclosure in No. 21.

HULUGALLE RATÉMAHATMAYÁ to the GOVERNMENT AGENT, North-Western Province.

No. 487206. Hulugalla, June 20, 1890.

SIR,—IN reference to your order No. 473/7,123, dated the 16th instant, I beg to state that the pilgrims who proceeded to Anurádhapura by the Badulla-Ambanpola road would in all probability amount to ten thousand at least. If I had any idea that the number of pilgrims would be an important information, I might have placed two men at Balalla and Ambanpola who could have taken an account; but as far as I am personally aware I do not think the figure I give is by any means excessive. Five thousand might be put down with respect to the passengers who had returned, as a great many appear to have returned *via* Dambulla, and I think fifteen thousand might be a very fair approximate estimate of the passengers you refer to.

I am, &c.,
S. N. W. HULUGALA
Ratemahatmaya.

No. 22.—The GOVERNMENT AGENT, North-Western Province, to the SECRETARY, Northern Railway Commission

No. 1,163/7,123. Kurunégala, July 30 (31), 1890.

SIR,—REFERRING to my letter No. 1,073 of the 23rd (24th) instant, I have the honour to inquire whether any sum is available for payment of the men kept at Balalla on the Anurádhapura road, and another at a station between Polgahawela and Kurunégala to estimate the foot and cart traffic on those roads.

I am, &c.,
J. H. F. HAMILTON,
for Government Agent.

No. 23.—The SECRETARY, Northern Railway Commission, to the GOVERNMENT AGENT, North-Western Province.

No. 28. Colombo, September 26, 1890.

SIR,—I AM directed by the Hon. the Chairman of the Northern Railway Commission to acknowledge receipt of your letter 1,163/7,123 of July 31 and 1,575/7,123 of the 23rd instant, and I have the honour to request you to be good enough to furnish the Commissioners with an estimate of cost for keeping tallies, so that Government authority to incur the charge may be obtained.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 24.—The CHAIRMAN, Northern Railway Commission, to the GOVERNMENT AGENT, Central Province (No. 13); to the GOVERNMENT AGENT, North-Central Province, (No. 14); to the GOVERNMENT AGENT, Northern Province (No. 15); to the GOVERNMENT AGENT, North-Western Province (No. 16).

Colombo, September 5, 1890.

SIR,—WITH reference to previous correspondence, I have the honour to request you to be good enough to tabulate the information you collect in a form similar to the attached (for specimen see annexure No. 24 B).

The local traffic should be made up of goods, &c., which are only moved from one part of the section to another, and do not leave the section.

When estimating the quantity of local traffic likely to be handed to the railway for conveyance, please bear in mind the statements made in the railway reports, that goods which would have to be carted some distance before being handed to the railway, and would again, after a short railway journey, have to be carted from the railway to a somewhat distant destination, would probably not be handed to the railway for conveyance, but would be carted direct from one point to another.

For the purpose of calculating the probable revenue to be derived from the traffic, it is desirable that the average distance the passengers and goods will travel by rail should be given.

It is not intended that you should limit the information to be given by you to the particulars now asked for, but any additional reliable information you are able to furnish bearing on the construction of a railway connecting Colombo with Jaffna will be esteemed and duly considered.

I am, &c.,
F. R. SAUNDERS,
Chairman.

No. 24 A.—*Proposed Routes for Railway Extension Northward.*

ROUTE I.

Section I.—Polgahawela to Kurunégala	...	Government Agent, North-Western Province.
II.—Kurunégala to Dambulla	...	Government Agents, North-Western and Central Provinces.
III.—Dambulla to Anurádhapura	...	Government Agents, North-Central and Central Provinces.
IV.—Anurádhapura to Jaffna	...	Government Agents, North-Central and Northern Province.
V.—Jaffna to Kankesanturai	...	Government Agent, Northern Province.

ROUTE II.

Section I.—Same as Route I.		
„ II. Kurunégala to Anurádhapura	...	Government Agents, North-Western and Central Provinces.
On same as IV. & V., Route I.		

ROUTE III.

Section I. Mátale to Dambulla	...	Government Agent, Central Province.
On same as III., IV., & V., Route I.		

No. 24 B.—*Specimen of Tables.*

ROUTE I., SECTION III.

Quantity in Tons of the following Traffic carried from Dambulla to Anurádhapura.

	Local Traffic.	Trincomalee.	Mannár.	Jaffna.
	Tons.	Tons.	Tons.	Tons.
Cocoanuts ...				
Cocoanut oil ...				
Betel ...				
Rice ...				
Plantains ...				
Arecanuts ...				
Fine grain ...				
Please add any other articles carried.				
Sundries ...				

Passengers, ordinary, No. —— per annum.
Pilgrims, No. —— between month of ——— and month of ———

Anurádhapura to Dambulla.

Cocoanut oil ...				
Poonac ...				
Jaggery ...				
Tobacco ...				
Country paddy ...				
Kurakkan ...				
Timber ...				
Jaffna goods, mats, baskets, cloth, &c. ...				
Fine grain ...				
Please add any other aticles carried.				
Sundries ...				
Skins, hide, &c. ...				
Cattle, heads ...				

Passengers, ordinary, &c., No. —— per annum.
Pilgrims, No. —— between month of ——— and month of ———.

Local traffic refers to traffic which will join and leave the railway between Dambulla to Anurádhapura.

Do you consider that if a railway were built between the points mentioned, the whole of the traffic entered in column I would be thrown on to it; if not what proportion do you think would go to the railway?

Please insert in columns II, III., and IV. the approximate particulars of Trincomalee, Mánnar, and Jaffna traffic, &c., which in your opinion would, in addition to the local traffic, pass over this section of line.

Do you think a railway would develop any additional traffic in your district? if so, of what description and to what extent?

On what information do you base your figures?

No. 25.—The Hon. the GOVERNMENT AGENT, Central Province, to the CHAIRMAN, Northern Railway Commission.

No. 1,554/14,290. Kandy Kachchéri, September 9, 1890.

SIR,—REFERRING to your letter No. 13 of the 5th instant, I have the honour to inquire whether you want the particulars given in my letter No. 1,476 of the 22nd ultimo[c] to be tabulated as requested, or whether further information is asked for to be furnished in the forms supplied.

2. In the latter case I should like to know over what period the traffic is to be tallied.

I am, &c.,

R. W. D. MOIR,
Government Agent.

No. 26.—The SECRETARY, Northern Railway Commission, to the Hon. the GOVERNMENT AGENT, Kandy.

No. 26. Colombo, September 22, 1890.

SIR,—I AM directed by the Chairman of the Northern Railway Commission to acknowledge receipt of your letter No. 1,554/14,290 of the 9th instant, and to request you to be good enough to compile the tables asked for in the Chairman's letter No. 13 of the 5th instant, from the latest and most reliable information at your disposal.

The figures given to cover a period of twelve months.

2. Please notify on the tables the twelve months to which the figures refer.

I am, &c.,

J. C. FARQUHARSON,
Secretary.

No. 27.—The Hon. the GOVERNMENT AGENT, Central Province, to the CHAIRMAN, Northern Railway Commission.

No. 14,290. Kandy Kachchéri, November 3, 1890.

SIR,—IN returning the forms which accompanied your letter No. 13 of September 5 last, I have the honour to annex for your information copy of a letter dated the 25th ultimo, No. 727, from my Assistant at Mátalé, together with the returns and memoranda therewith received.

I am, &c.,

R. W. D. MOIR,
Government Agent.

Copy of Letter referred to.

No. 27 A.—The ASSISTANT GOVERNMENT AGENT, Mátalé, to the Hon. the GOVERNMENT AGENT, Kandy.

No. 727. Mátalé Kachchéri, October 25, 1890.

SIR,—I HAVE the honour to return the papers forwarded with your letter No. 796 of the 24th ultimo.

2. With them I forward the returns filled in on separate sheets for route III., section I. (Dambulla and Mátalé). These returns have been most carefully compiled and scrutinised, and they represent the estimate arrived at by all the people in the district who are qualified to give an opinion.

3. I have tried to compile returns for the section between Kurunégala and Dambulla, on which there is hardly any traffic at all, and between Dambulla and Anurádhapura, but so little of these two sections falls in this district that I have been unable to give reliable returns.

4. I annex two memoranda, one by Mr. A. Van Starrex, of Crystal Hill, and the other by Mr. D. Joseph, the leading trader in the town, as both these memoranda contain answers of interest.

I am, &c.,

W. E. DAVIDSON,
Assistant Government Agent.

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[c] See 10, page 28.

No. 27 B.—ROUTE III.—SECTION I.

Quantity in Tons of the following Traffic carried from Mátalé to Dambulla.

Nature of Goods.	Local.	To Trincomalee.	To Mannár.	To Jaffna.	Total.	Remarks.
	Tons.	Tons.	Tons.	Tons.	Tons.	
Cocoanuts	235	—	2	(30)	267	
Cocoanut oil	10	—	—	—	10	
Betel	10	5	—	—	15	
Rice	581 (389)	7 (5)	—	(62)	650	
Plantains ... ... / Arecanuts	415 (162)	201 (55)	1	108	725	
Kurakkan and fine grains ...	—	—	—	—	—	
Manure	600	—	—	—	600	
Tea	5	10	—	15	30	
Coffee	10	15	5	15	45	
Arrack, &c.	120	—	—	—	120	
Dried fish	—	—	—	—	—	
Sundries	200	100	17 (5)	400	717	
Total Tons ...	2,186	342	25	630	3,183	

Estimated tonnage carried per annum per mile over this section alone, 76,160 tons

Passengers, ordinary	11,860	per annum
Passengers, coolies	13,544	"
Pilgrims	42,000	between April to July
Total ...	67,404	

Notes to above

The figures in brackets represent traffic which would be thrown on the line, but does not travel the entire distance.

The ton mileage is calculated—

	Miles.	
1,508 tons at 25	37,700	76,160 miles
786 " at 15	11,790	
889 " at 30	26,670	

The north Mátalé group of estates estimate their manure requirements at 400 tons per annum.

"Sundries" include Government stores (400 tons this year), fruits, straw, chunam, bricks, &c.

The passenger traffic allows for only 5,000 local passengers. During the past twelve months 5,525 persons have passed by coach or cart through Dambulla to Jaffna, and 1,335 to Trincomalee. A railway would greatly expand both the local and the "through" traffic.

The figures for pilgrims are conjectural: they are the mean of four independent estimates. This traffic would enormously increase with railway facilities.

The cooly returns are those from October 1, 1889, to September 30, 1890.

All the figures above given have been carefully analysed by a representative committee of all classes in Mátalé. The original returns are revised (1) from the returns of all cart traffic which passes the immigrant inspector's quarters at Dambulla; (2) from the figures furnished by Mr. Daniel Joseph, the Government contractor and principal merchant in Mátalé, who has conferred with the police, the Chetties, and the leading traders in Mátalé; (3) from the returns furnished by Mr. A. van Starrex, of Crystal Hill estate, who has studied the local Sinhalese traffic very closely for years; and (4) from the figures given by Mr. W. Milne, who has managed the principal estates in North Mátalé for thirteen years.

W. E. DAVIDSON,
Acting Assistant Government Agent.

Mátalé, October 25, 1890.

(2) *Dambulla to Mátalé.*

No. 27 C.—Quantity in Tons of the following Traffic from Dambulla to Mátalé.

Nature of Goods.		Quantity in Tons.	Remarks.
		No.	
Timber (mainly from Trincomalee side)	Government ...	750	...
	Private ...	200	...
Tobacco (from Jaffna)		644	...
Salt (from Trincomalee)		489	...
Dry fish (mainly from Trincomalee side and Minneriya) ...		302	...
Gingelly		165	...
Chillies and curry stuffs		173	...
Poonac		100	...
Jaggery		50	...
Kurakkan, fine grain, &c.		60	...
Country paddy		160	...
Indian corn, &c.		15	...
Cotton and kapok		50	...
Jaffna goods		50	...
Sundries (horns, hides, skins, dried meat, honey, birds' feather, beeswax, cattle bones, lichen for adulterating orchilla weeds, personal effects, &c.)		336	...
Total ...		3,544	

Passengers ...	Ordinary	...	...	12,000	per annum.
	Pilgrims	...	...	42,000	between April to July.
Coolies	...	...	...	32,460	per annum.
Total Passengers	...	...	...	86,460	do.
Head of cattle	...	...	...	5,000	do.
Sheep and goats	...	...	...	10,000	do.

"Ton miles" from goods along this section, 98,160 tons.

* *Notes on the above.*

The timber trade has fallen off during the last year, because private forests are denuded, but there is room for an enormous expansion in the timber trade from Crown forests.

The gingelly oil expressing trade is a long-established industry at Mátalé: this trade will always follow this route and could not be diverted to any other route.

The trade in country paddy is likely to develope.

The cultivation of cotton north of Mátalé and in Mátalé east shows some promise for the future. There is a large area of suitable land.

The ordinary passenger traffic allows only 5,000 for local passengers: the rest (7,000) represents the number of passengers from Jaffna or Trincomalee who now travel by coach. This through traffic would no doubt be doubled if there were a railway.

The pilgrim traffic cannot be checked accurately: these figures are the mean of four independent estimates. This traffic will be enormously increased with greater facilities.

The cooly returns from October 1, 1889, to September 30, 1890, give the figures recorded.

The trade in sheep and goats will doubtless wholly go by rail; most probably the trade in cattle also.

Tobacco from Jaffna if consigned to Kandy now goes directly by cart to Kandy, only that consigned up-country goes by rail from Mátalé. Were the railway extended, all the tobacco would come by rail.

Plumbago mines have been opened in Mátalé north and are being worked; the produce may amount to something material.

In my opinion (and in the opinion of the gentlemen who form the Mátalé Committee on the subject) the following trades, which now follow the Mátalé route, would use a railway by Mátalé, and would not use a railway *viá* Kurunégala:—Tobacco, salt, dry fish, gingelly, chillies, coolies, and cattle.

The traffic which would be attracted to and carried over to the line already formed between Kandy and Mátalé would have the effect of making that line pay a fair percentage.

W. E. DAVIDSON,
Acting Assistant Government Agent.

Mátalé, October 25, 1890.

No. 27 D.—*Answers to Questions by Mr. A. Van Starrex.*

I consider that if a railway be opened between Mátalé and Dambulla nearly the entire traffic I have given in the enclosed returns will be thrown on it.* I have inserted the approximate quantities of each description of the goods that are at present coming from Trincomalee, Mannár, and Jaffna, which would, I think, be doubled a few years hence, as new cultivations are being extended all over the districts where irrigation works have been restored. In addition to this, I have no doubt that the opening of a railway would be another great impetus to a further increase of the agriculture of these districts; for it is owing to that inconvenient and expensive means of transport by *tavalam* that thousands of acres of land suitable for cotton, kapok, cacas, and other low-country products, lie idle. If the thousands of acres of chena lands from which only a kurakkan crop is obtained once in four or five years be re-sown with gingelly oil seed and Indian corn just after the kurakkan have been harvested, the produce of these districts would be quadrupled with only a very little extra labour, but the people won't do it for the want of an easy means of transport. These remarks will apply to the districts all along the North road branching out from Dambulla to Jaffna, Trincomalee, or Mannár, though my figures given in the returns apply only to the two sections between Mátalé and Dambulla and Dambulla and Mátalé, on which I can speak with authority, as my residence in this district for the last thirteen years has enabled me to be acquainted with all its resources.

Memorandum.

I return the other papers referring to Route I., Section II., and Route I., Section III., as I am not much acquainted with the capabilities of the districts they refer to.

The railway between Kandy and Mátalé serves an area of 30,262 acres of land, cultivation of Europeans only, not taking into account estates that have been abandoned. A line from Polgahawela to Kurunégala would benefit only about 4,482 acres of similarly cultivated lands.

At present the produce that comes to Mátalé from the North and immigrant coolies from India are for places in the Central Province, and these on arrival at Dambulla by a railway would prefer going direct to Kandy by the old road than round Kurunégala and Polgahawela up the Kadugannáwa incline. Even at present a good many traders at Mátalé send their goods to Kandy by cart transport for it being cheaper than the railway.

Jaffna produce (with the exception of a small portion of tocacco and cigars) comes to the Central Province, and is all consumed here: for these cannot compete at Colombo with articles imported from the continent and is therefore never sent there.

A. VAN STARREX.

Crystal Hill, Mátalé, October 23, 1890.

No. 27 E.—B.—*Notes by Mr. Daniel Joseph.*

I think the extension of railway through Mátalé to Dambulla would give an impetus to the cultivation of cotton in Mátalé North, where the soil and climate are more favourable and also to the extended cultivation of tea, cacao, gingelly, Indian corn, chilly, tobacco, &c. I also believe that plumbago, which is now found in the north of Mátalé would give additional traffic to the railway.

2. From information obtained from traders, Government officials, planters and from my personal experience gained during my residence of six years in Mátalé.

DANIEL JOSEPH.

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* Not received by the Commissioners.

No. 28.—The Secretary, Mátalé Local Railway Committee, to the Secretary, Northern Railway Commission.

Mátalé, September 19, 1890.

Sir,—I am directed by the Chairman and Committee appointed by a public meeting held to consider the adoption of the Mátalé route in connection with railway extension to Jaffna to forward you the enclosed memorandum (see 29 below), in which the Committee have briefly indicated the reasons which, in their belief, render an extension of the railway northward from Mátalé more advantageous than an extension northward from Polgahawela.

2. The Committee request that the members of the Commission will, before closing their inquiries, visit Mátalé and hear the evidence which this Committee will be prepared to lay before the Commission in support of the contentions embodied in this memorandum.

I am, &c.,

W. A. GUNAWARDENA,
Secretary.

No. 29.—Arguments laid before certain Members of the Commission on the Northern Railway at Mátalé on September 17, 1890, by certain gentlemen deputed to represent the interests of Mátalé.

(See 305, page 9 of Evidence.)

The sole point urged by the Deputation is the superiority of Mátalé to Polgahawela as a starting point for the Northern extension. The Deputation do not now offer any evidence as to the extent of the traffic which would be attracted to the Railway. The Committee which they represent will be prepared to lay statistics before the Commission at a later date.

The following are the points urged by the Deputation in favour of Mátalé as against Polgahawela:—

1. *As to cost of Construction.*—Both routes converge at Dambulla. Dambulla is distant twenty-six miles from Mátalé and forty-five miles from Polgahawela. The Deputation deny that the cost of construction per mile from Mátalé need exceed the cost per mile from Polgahawela.

There are only two streams to cross, and the elevation of Mátalé is only six hundred feet above Dambulla; nor is there any higher elevation to be surmounted. The route from Polgahawela has to cross the headwaters of a number of rivers liable to sudden floods. The cost of acquisition of land as far as Nalanda (twelve miles) will be less than between Polgahawela and Kurunegala (eleven miles), and the cost of acquisition beyond Nalanda will be trifling.

2. *As to the Traffic to be carried.*—The only trades now developed on the North road are:—

(*a*) The cooly trade.
(*b*) The tobacco trade.
(*c*) The trade on salt and dried fish from Trincomalee and vegetables to Trincomalee
(*d*) The paddy and grain trade.
(*e*) The cattle and sheep trade.
(*f*) The timber trade.
(*g*) Minor products, gingelly oil, chillies, &c.

The market for (*a*), (*c*), and (*d*) is wholly up-country, and (*b*) mainly up-country. (*a*), (*b*), and (*c*) will always go to up-country markets, and the Deputation submit that though (*d*) will be largely developed, it will never successfully compete with sea borne grain in Colombo, and that its market will always be up-country. The market for (*e*) and (*f*) is partly up-country and partly Colombo.

Now, if the railway passes through Mátalé, it will carry the whole of (*a*), (*c*), (*d*), (*e*), and at all events part of (*b*) and (*f*). If the railway goes through Polgahawela (*a*) will be lost at Dambulla, (*b*) will be lost at Dambulla or wholly carried by cart, (*c*) and (*d*) will be lost altogether, (*e*) will be partly lost.

As regards (*f*) we would point out that the trade in sawn timber from the Mátalé depôt for use up-country is rapidly developing. The trade in minor products (*g*), one of which gingelly seed alone reaches eighty tons per annum at present, passes Mátalé, and would probably continue to do so so long as the present trade establishments, oil mills, &c., are in existence.

The Deputation deprecate the argument put forward that the extension of the railway *via* Mátalé will add to the cost of working the Kadugannawa incline. They are prepared to prove that the products of the North road now go to up-country markets, and do not go to Colombo. The traffic from Colombo northward, this Deputation believe, will consist mainly of passengers and light goods.

3. *Present interests involved.*—The Commission, it is respectfully submitted, should recollect the issues involved in working a new trunk route northward *via* Polgahawela. The new railway would compete with the present route through Mátalé, and although it might fail (and the Deputation believe would fail) to attract much of the present traffic, yet it would certainly attract sufficient of the traffic to make the working of the Mátalé branch a yearly loss. This would lead either to a perpetual drain on the revenues of the Railway or to the reduction of the train service of this expensive and useful branch, to the loss and inconvenience of the general public.

4. *The strategical advantage of the two Routes (see 89, page 96).*—The Deputation submit that were the Northern extension commenced, the Military authorities would move for the construction of a connecting line from Dambulla or Anuradhapura to Trincomalee. The Military authorities would necessarily, therefore, be highly interested in the strategical advantage of the two routes.

The advantages lie almost entirely with the Mátalé route.

Firstly.—It enables the sick and invalids from the coast fortress of Trincomalee to reach the sanitarium at Bandarawela by the shortest route.

Secondly.—It enables the garrison at Trincomalee to draw on the reserves at Kandy and Bandarawela without loss of time, it being remembered that re-inforcement would not be available, in all probability, between the coast fortresses of Colombo and Trincomalee.

Thirdly.—Were an attack in force made on the fortress of Colombo, and a temporary occupation effected by a hostile force, it would be a very simple matter for that force to destroy the junction at Polgahawela and thus cut off railway communication between the fortress of Trincomalee and the military reserves up-country. On the other hand, the Mátalé route would be safe, and it would be possible to concentrate forces at Kandy, which could not only defend the passes, but could harass and threaten hostile forces in occupation of the capital.

The Deputation would suggest, that if the traffic to Kurunegala be sufficient to warrant the building of a branch line from Polgahawela to that place, this branch of eleven miles might be constructed as well as the extension *via* Mátalé and Dambulla (twenty-six miles) for less than the new line from Polgahawela to Dambulla, which would be forty-five miles long.

The Deputation beg that the Commission will afford them an opportunity to lay the evidence which they are now collecting to support their arguments, before a meeting of Commission at Mátalé, when they will point out the economies which the Mátalé route will affect on the cost of the Public Works Department and Principal Civil Medical establishments.

No. 30.—The SECRETARY, Northern Railway Commission, to Mr. W. A. GUNAWARDENA, Secretary, Mátalé Local Railway Committee.

No. 27. Colombo, September 22, 1890.

SIR,—I AM directed by the Commissioners to acknowledge receipt of your favour of the 19th instant, and to thank you for the memorandum therein contained.

Paragraph 2 of your letter under reference, and the contents of the memorandum, will be duly considered by the Commissioners.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 31.—The ASSISTANT GOVERNMENT AGENT, Mátalé, to the SECRETARY, Northern Railway Commission.

No. $\frac{774}{3132}$. Mátalé Kachcheri,
December 13, 1890.

SIR,—WITH reference to your letter of the 4th instant, I have the honour to forward herewith a classified statement of cart traffic from January 1, 1890, to October 31, 1890, as therein requested.

The statement furnished by Mr. Burrows (see 10, page 28), is one of traffic only along the Main line, whereas the one prepared by me includes all traffic along the Main line as well as the intermediate stages.

The enclosures of your letter under reference are herewith returned.

I am, &c.,
G. S. SAXTON,
Assistant Government Agent.

No. 31 A.—Enclosure to No. 31.

Statement of Cart Traffic between Mátalé, Trincomalee, &c., from January 1 to October 31, 1890.

(See 447, page 17 of Evidence.)

	Number of Carts and Description of Traffic.												
	Paddy.	Rice.	Salt.	Fish.	Chillies.	Plantains.	Sundries.	Pilgrims.	Passengers.	Tobacco.	Gingelly.	Empty.	Total.
A.—Trincomalee to Mátalé ...	6	1	273	232	3	—	34	—	33	—	25	41	648
B.—Jaffna do. ...	—	—	6	—	6	—	3	2	20	654	6	8	705
C.—Anurádhapura do. ...	3	1	—	6	56	—	92	227	108	—	169	139	801
D.—Dambulla do. ...	—	—	15	—	—	—	—	—	6	—	—	2	23
Total ...	9	2	294	238	65	—	129	229	167	654	200	190	2,177
E.—Mátalé to Trincomalee ...	—	9	—	—	—	98	211	—	31	—	5	88	442
F.— Do. Jaffna ...	—	2	—	—	—	2	117	4	49	—	2	285	461
G.— Do. Anurádhapura ...	—	27	—	—	—	48	490	45	95	—	—	91	796
H.— Do. Dambulla ...	—	—	—	—	—	—	—	—	2	—	—	—	2
Total ...	—	38	—	—	—	148	818	49	177	—	7	464	1,701
Grand Total ...	9	40	294	238	65	148	947	278	344	654	207	654	3,878

Mátalé Kachchéri,
December 13, 1890.

G. SAXTON,
Assistant Government Agent.

No. 32.—The SECRETARY, Northern Railway Commission, to the ASSISTANT GOVERNMENT AGENT, Mátalé.

(See 447, page 17.)

No. 96. Colombo, January 19, 1891.

DEAR SIR,—UNDER instructions from the Hon. the Chairman of the Commission on Railway Extension Northwards, I have the honour to enclose copy of the proceedings at a meeting held in Colombo on the 15th instant.

You will see that the Jaffna Committee doubt the correctness of the cart returns sent me with your letter No. $\frac{774}{3132}$ of the 13th ultimo, and the Chairman desires me to call your special attention to the argument based on the Dambulla toll rent, and to ask you to be good enough to make inquiries as to the errors in the returns and to advise the Commissioners of the result during this week, if possible, as the report to Government is due at the end of the month, and the question of tobacco traffic hinges on your report.

To facilitate reference I send you the return on which your statement is based, and a printed copy of your return.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 33.—The Assistant Government Agent, Mátalé, to the Secretary, Jaffna Railway Commission.

No. 54/3122.

Mátalé Kachchéri,
January 23, 1891.

Sir,—In reply to your letter No. 96 of January 19, the returns enclosed in which I send back, I have the honour to state that I have not had time to give much personal attention to the matter, as you desired an answer this week, and I only returned to-night from the district.

I have however asked the Committee to help me in the matter, and the Secretary and Mr. Joseph have favoured me with some remarks, the gist of which are :—

1. The returns were made by the Immigrant Inspectors at Dambulla, who are Government officers in receipt of Rs. 50 a month, and there is no reason why they should have falsified their returns, or have neglected their duty and given incorrect figures through carelessness.

2. The carts which are said to have been unaccounted for may be carts from the Mátalé, Kandy, Gampola, and neighbouring districts, and not Jaffna carts ; they therefore would not return if they got employment further south. Of such carts there may be a large number.

3. The Jaffna Committee notices that November and December, 1890, are not included in the return. Do they mean to imply that the carts in those months would make any appreciable difference ? If so, why do they say below "for the months of November and December, not included in the returns of Mr. Saxton, there are hardly any carts from Jaffna and Trincomalee, and not many from other parts ?"

4. There is no necessity for a toll renter to make a profit every year. Competition among them is keen, and they do not always work at a profit. The Dambulla toll renter has a boutique at Dambulla, and the ready cash he receives daily may make it worth his while to bid more for the toll than it is actually worth. He may make a profitable use of that cash, which he would not be able to obtain from any other source. He might make high interest on this ready money, more than enough to recoup any loss on the toll. Toll renting is at best a speculation.

5. The Jaffna Committee take the toll figures for the whole 12 months, and compare them with the cart return for 10 months. This is ingenious, but not quite logical. As I am writing at my house, and cannot obtain the figures of the toll rent for 1890, this point may be incorrect, but you will be able to satisfy yourself on its value.

6. It is very improbable that the rate of pay of the toll-keepers is as high as is given by the Jaffna Commission, with which argument I am inclined to agree. As to point 1, I would add that I cannot understand why the Immigrant Inspectors should have failed to account for carts going one way only. I do not see why they should have recorded carts going south and not those going north. The toll renters of course have an interest in showing that the traffic on the road is not as high as it really is, and it may be possible, though I hope not the fact, that the Inspectors were bribed to falsify their returns. Even if this were so, I do not see why they should have been criminally negligent or careless in omitting north-going carts, while they entered those going south. On the contrary it seems to me rather an argument in favour of the correctness of the return.

I am, &c.,

G. S. SAXTON,
Assistant Government Agent.

No. 34.—Statement handed to the Chairman, Northern Railway Commission, by the Rev. Father Lytton, on January 19, 1891. (See 436 and 437, page 16 of Evidence.)

Colombo, January 19, 1891.

We left Colombo on Saturday morning, the 17th instant, for Kandy, and had an interview with a few tobacco traders in the afternoon. Then we left for Mátalé the same evening at 6.25 P.M. We had another interview with some Mátalé tobacco traders at Mátalé, and left Mátalé the following day (Sunday, the 18th instant). From the interview we had, we were informed, and we believe the information correct—

(1) That the witness *Sankalinkan*, examined at Mátalé by the Commission, is a Coast man, and is now in South India.

(2) That at the time he gave evidence he was the owner of one cart only, and was not a contractor at all.

(3) That he fled away to South India in May, 1890, as he was unable to pay his debts, and had just returned at the time of the sitting of the Commissioners at Mátalé.

(4) That he had not taken a single bale of tobacco since May, 1890, to Kandy from Mátalé.

(5) That it can be ascertained at the Mátalé Kachchéri that he had license for one cart only.

(6) That all the traders of Kandy and Mátalé will bear out these statements.

(7) That the witness *Conjomanan*, also examined at Mátalé by the Commissioners, is not a contractor, and never was.

(8) That he also has got but one cart, which fact can be ascertained at the Kachchéri at Mátalé.

(9) That he is a petty trader in vegetables, and his wife sells appas.

(10) That the tobacco is conveyed from Mátalé to Kandy by carts coming from Kandy to Mátalé bringing general goods to the latter place and returning laden with tobacco. The largest traffic in tobacco is carried on by these carts returning to Kandy.

(11) That the firm of *Poona Varana* (பூனா வரன்) have several carts, and they convey tobacco from Mátalé to Kandy.

(12) That there is a certain *Louis de Silva* who has carts, and employs them in taking tobacco from Mátalé to Kandy.

(13) That there is another man called *Chinnan Chetty*, who also employs his carts in carrying tobacco from Mátalé to Kandy.

These facts can be ascertained from the following among many other traders :—Cadiraman Candyah, of Mátalé ; Cadiraman, Coach Proprietor at Mátalé ; and his son Candyah, at Mátalé ; Suppan Ramalingam, of Mátalé; Vytilingam, trader, Mátalé ; Vyramattu Sanmugam, Kandy ; A. Valupulle, of Kandy ; A. Arumugam, of Kandy.

We find in the printed copy of the Proceedings that the Jaffna Committee had no more witnesses to produce on the last day of the sitting of the Commissioners at Jaffna. We take this opportunity to state that the Jaffna Committee had no more witnesses *on that particular day*. But if witnesses had been summoned, there were many more to be produced at Jaffna. They were not called, as many of them lived at a great distance, and the Committee understood that the Commissioners had to leave the following day.

C. H. LYTTON, O.M.I.
S. NAGALINGAM.

No. 35.—The Assistant Government Agent, Matale, to the Secretary, Northern Railway Commission.

No. 69/3122

The Kachcheri,
Mátalé, January 27, 1891.

Sir,—In reply to your letter of the 20th instant, marked "urgent and confidential," I have the honour to forward notes of my inquiry held to-day from the people mentioned in the memorandum by Father Lytton and Mr. Ramalingam, and some other traders in Mátalé.

The facts alleged as to Sankalingam and Conjamalee not being in very flourishing circumstances are admitted. But I do not see that because they only possessed two carts last year that their statements are to be entirely disbelieved. Sankalingam apparently failed about May (when the tobacco season was about over), and his statement that he transported 6,000 bales of tobacco, perhaps applied to the better times which he at one time doubtless enjoyed

The three traders mentioned as also having transported tobacco, speak to 800 bales only. This is a small quantity, and I can believe that they and other cart owners are glad enough to take tobacco to Kandy when they get the chance. But I do not understand why they did not come forward before when the Commission was sitting in Mátalé. They may have had the freights they claim, but that does not disprove Sankalingam's claim to have transported a larger quantity.

I did not make any inquiry from Kandy people.

I believe your question about the interpreter was put under a misapprehension. The interpreter at your inquiry was Mr. Daniel Joseph. No official interpreter was in attendance.

I am, &c.,
G. SAXTON,
Assistant Government Agent.

Minutes of Inquiry, January 27, 1891.

K. T. M. Marikkar Tambi, Vidané-Arachchi of Mátalé, states :—I was present at the resthouse inquiry. I know Sankalinkan. He is a trader—broker. He has two or three carts. He has been twelve or fifteen years in Mátalé. He was at the Coast for about eight months. He was a little in debt. He brought back money and paid the debt off about five months ago. He is not in Mátalé now, I think. A friend of his in the next boutique will know where he is. He is a partner with this friend, who is Conjamalee, who also gave evidence.—Sankalingam Conjamalee. The two had four carts between them : certainly not less than three They used them to take tobacco to Kandy, and also hired them out to Dambulla. I know he took tobacco to Kandy. I cannot say whether he did so last year. Conjamlee was here last year. I know he took tobacco. Puna Vaisanna's one cart takes tobacco, and Sinnan Chetty's cart also. I don't know that Louis de Silva does so. Sankalingam has been carrying on that tobacco and other trade for eight or ten years to my knowledge. He deals in rice and tobacco. I can't say how much tobacco he takes : but I know it is a great deal I did not hear of Father Lytton making any inquiry this month. The tobacco traffic goes on all the year ; but it is greatest during the six months January to June. Conjamale has a boutique—next to Sangalingam's. They are not very rich. He keeps rice and vegetables, baskets, mats, and lots of things. I have not seen any hoppers sold there. Their boutique is ¼ mile from mine—near the Mandandawala junction [north end of Mátalé, G.S.]. I heard Sankalingam's and Conjamlee's evidence partly only. I can't say whether it was exaggerated or not.

Seyadu Nugu states :—I am a trader in charge of my own boutique. Puna Vavanna used to own the boutique : now it belongs to Puna Kavanna Seyanu Peyanu. Puna Vavanna has gone to the Coast : we now have his boutique. He went to the Coast and died three years ago.

[Vidané Arachchi says this is the manager of the boutique known as Puna Vavanna's boutique.] I do not trade in tobacco I have three carts. If any one wants to hire them we give them out. Last year the carts took tobacco to Kandy. Our carts would go three times a week to Kandy, taking tobacco, chillies, coffee, and sundry goods. A cart would take twenty or thirty bundles of tobacco. I could not say how many bales they took last year—more than 100—more or less than 200—I cannot say exactly. I don't keep any account. My carters give me my hire : that is all I know. Jaffna carters and Mátalé boutique-keepers hire my cart. I know Sankalingam. He only keeps a small boutique. He had carts once : he has none now. He had left the place six months ago : he had a lot of debts and ran away. He came back and went away again : he did not pay his debts. I know Conjamalee . he keeps a vegetable boutique—brinjals and other vegetables. He has the next boutique to Sankalingam. Conjamlee has one cart. He takes tobacco to Kandy. Sankalingam used to do so, but not now—not since he went to the Coast. He had one cart before then. He gave it to me in lieu of the debt he owed me : his debt to me was about Rs. 300. He only paid me the cart and the pair of bulls. I have it now. Conjamalee's wife sells hoppers and sweets. He keeps a small supply of rice, which he borrows from the big boutiques and keeps for sale He is a poor man. All the men who have carts employ them in transporting tobacco to Kandy. Sinnan Chetty employs carts in the same trade. Louis Hami also does the same. So would any other man who had a cart and had a chance of employing it in taking tobacco. I did not give evidence before the Commission. I was in Colombo. I don't know if my friend Magudu Meedin gave evidence. He is my partner : so is Peer Mohamadu. The last is at the Coast.

Vidané Arachchi says :—I know that Sangalingam and Conjamalee had three carts and six bulls. Now Conjamale has one and Sankalingam none. I do not know how much of his debt was paid by Sankalingam.

Conjamalee states :—I am Sankalingam's partner. I gave evidence before the Commission We two now have two carts and four bulls. I have the licenses for those two carts at home. Sankalingam's cart now belongs to Seyadu Nugu here, so now we have only one cart. That is also licensed in favour of Sinnaya Chetty. But we use those two carts still. So last year we had only two carts. In Sankalingam's absence last year I carried on the business. After the Commissioners' inquiry he went to the Coast. Before that he also went to the Coast. He has debts to pay as well as to recover. If I had more tobacco than my two carts could carry, I would hire other carts. I used to buy and sell tobacco. [Vidané Arachchi and last witness seem to doubt this man's buying tobacco.] I know Seyadu Nugu. His carts used to carry tobacco to Kandy. He does not get it often. When he gets a chance to send tobacco he does so. So does Sinna Chetty if he is able. I saw him send a little last year. I did not keep an account of what he sent. Louis Hami also used to send tobacco. I would engage other people's carts for the Jaffna traders if my own were engaged, but would not take a santosum for doing this. I admit that other people took tobacco last year to Kandy as well as myself and Sankalingam. I did not tell the Commission that we two were the only people who took tobacco from Mátalé to Kandy. In my boutique I sell vegetables ; nothing but vegetables, mats, baskets, cocoanuts. In Sankalingam's boutique I keep rice, and fish, and other provisions. I am not a rich man. My own capital is £30. Some of the rice I sell is mine ; some is borrowed. I sell a few bags perhaps for some other boutique-keeper and get a commission. If I can sell for more than a certain amount I get the overplus. My wife sells hoppers. I think I took 800 or 900 bales to Kandy last year Sankalingam and I were not partners before he went to the Coast. It is only after he went to the Coast that I took charge of his boutique. When he first went to the Coast last year he left his son in charge—after a month or so the boutique was closed. When he returned he opened the boutique ; and now he has gone again to the Coast, and I am in charge. It was about ten months ago he left for the Coast. He left on account of his debts After he left for the Coast ten months ago he did not send any more tobacco to Kandy. After he returned he sent more tobacco : he was three months at the Coast. He always had one cart only. I have known him for ten years ; he only had one cart all that time.

Louis de Silva states :—I have a boutique. [He is identified by the Kachchéri Mudaliyár to be one of the more important traders of Mátalé.] I have carts: last year I had three carts ; this year I have two. Last year I used my carts to send tobacco to Kandy Last year I sent 500 bales or more. They are not always at Mátalé. The carts take 25 bales each. I cannot say how many trips were made ; but I did not send less than 500 bales; each bale 1 cwt. more or less. I keep no record of the contents of the carts—only of the hire. The charge for one bale to Kandy is 28 cents ; and the cartman pays the tolls. I know Sankalingam and Conjamalee. They send tobacco to Kandy. There are agents in Mátalé to whom the tobacco from Jaffna is consigned. We are not agents, nor are Sankalingam and Conjamalee. But our carts as well as Sankalingam and Conjamalee's are employed by the agents. I am not prepared to say that they (Sankalingam and Conjamalee) take more tobacco than I do. Chinnan Chetty also has three or four carts, and he takes tobacco. My carts were licensed in Mátalé.

Chinnan Chetty states :—I have a boutique in Mátalé. [Confirmed by Vidáné Arachchi.] My profession is keeping carts. I don't sell anything. I have four carts, licensed in Mátalé Kachchéri. Last year I had three carts. They are hired out to take goods to and from estates. It is only seldom that I send tobacco to Kandy. Perhaps I sent 100 bales of tobacco last year : I can't say exactly ; but I don't think it was 200. I should put 15 or 20 bales in a cart if the bales were big.

Sinnayah Chetty states :—I do not transport tobacco to Kandy. I am a cloth trader: only very seldom I purchase tobacco.

K. Candyah states :—I deal in tobacco in Mátalé. I have no carts of my own. I engage others to transport tobacco to Kandy. I engage carts from different people—Puna Vavanna and Sinnan Chetty's and other people's. I used to engage Sankalingam's, carts but not Conjamalee's. Yes ; I have occasionally. I think I sent about 500 bales to Kandy last year by cart and rail. I am not the son of the coach proprietor.

Suppen Ramalingan states :—I am nephew of the coach proprietor, who is away to-day. I deal in tobacco—buying and selling it—but I do not transport to Kandy. I know that Louis Hami and Sinnan Chetty, and Kandy carters, and Puna Vavanna, all take tobacco to Kandy. So do Sankalingam and Conjamalee sometimes.

Kachchéri Mudaliyár interpreted Says he asked Mr. Joseph to attend this morning, but he is not here.

Sinnan shows two licenses, and says he has another at home.

Mr. Joseph appears later, and makes statements something as below :—

The Jaffna Committee have mentioned a large estimate of tobacco—much larger than ours and they desire to show that ours is incorrect. Sankalingam used to be in good circumstances. It is only last year that he failed. Before then he used to do a good business. He wonders why the other traders, Louis de Silva and Puna Kavanna, were not brought forward before, as they had every opportunity of stating before the Commission that they transported tobacco. Though Sankalingam was the largest transporter, yet it is quite possible that other carts were also occassionally engaged in the traffic.

G. SAXTON,
Assistant Government Agent.

No. 36.—The GOVERNMENT AGENT, North-Central Province to the CHAIRMAN, Northern Railway Commission.

No. 1,514.

Anurádhapura Kachchéri,
September 13, 1890.

SIR,—WITH reference to your letters dated June 18 last and No. 14 of the 5th instant,* I have the honour to state that it is quite impossible for me to fill up the traffic returns in tons and according to the various heads. I have already fully pointed out the reasons for this.

2. I have prepared an abstract of the weekly returns sent in by the cooly bungalow keepers at Madawachchi, Maradankadawala, and Kekuráwa, which I called on them to keep in May last. I cannot vouch for the absolute accuracy of the returns. But I consider they are probably under the real figures, as many carts pass at night which they might omit to take. These returns date from May 31, 1890. On June 20 I received the letter of June 18 from you asking for observations to be taken at Madawachchi and Anurádhapura. No observations have been taken at the latter place. Your letter by some error did not reach me, and my Assistant seems to have overlooked that you desired the figures from Anuradhapura

3. I have endeavoured to supply the omission by obtaining figures from the market-keeper and gála-keeper.

4. As regards the queries appended to route I., I have already dealt with them in my former replies, but I may add :—

(*a*) In this case the whole traffic would go to the railway, as there is no local traffic between Anuradhapura and Dambulla, except Public Works Department stores, rice, &c.

(*b*) I do not consider that any traffic from Trincomalee to Anurádhapura need come on the section to Dambulla- only some dry fish carts come, and this is locally consumed. From Mannár coolies would use the line ; and of course the Jaffna traffic may be presumed to use it wholly, but I cannot estimate this.

(*c*) It would develop the timber trade, and by facilitating the means of working land under irrigation works lead to the opening up of land suitable, not only for rice cultivation, but cotton, tobacco cocoanuts, and possibly cacao

(*d*) From inquiry from intelligent natives, and partly from the stations of examination on the North road, and from five years' experience of this Province.

5. . As regards my figures for grain production, I have stated that this must vary according to the rainfall. The figures given by me were based on my calculations for 1886. I annex copy of the last Blue Book return of 1889. The people chiefly live on kurakkan by choice, and sell and barter most of the rice they grow. I think I am under the mark in stating that half the produce is exported from the Province, chiefly north There is besides a considerable export of kurakkan. This is taken by tavalams and carts, who bring salt and curry stuffs and return with grain, hides, horns, honey, &c. The tavalams come chiefly from Puttalam with salt, a few from Trincomalee, and the carts are almost entirely from Jaffna. It is a question whether these carters who go to the villages and sell and barter would use the railway. I am inclined to think that they would not, unless the rates were very low.

6. Gingelly is chiefly sent to Puttalam and Jaffna. Perhaps half the produce goes to Jaffna. It is collected in the same way as kurakkan.

I am, &c.,

R. W. IEVERS,
Government Agent.

P.S.—I also annex a copy of figures obtained by the Provincial Engineer showing cart traffic.

* Page 34, No. 24.

No. 36 A.—Enclosure No. 1 in No. 36 from the Government Agent, North-Central Province. (Figures supplied by Cooly Bungalow Keepers.)

Period.	Madawachchiya.						Anurádhapura.						Maradankadawala.						Kekiráwa.					
Week ending	Loaded Carts.	Quantity loaded.	Passenger Carts.	Passengers.	Empty Carts.	Foot Passengers.	Loaded Carts.	Quantity loaded.	Passenger Carts.	Passengers.	Empty Carts.	Foot Passengers.	Loaded Carts.	Quantity loaded.	Passenger Carts.	Passengers.	Empty Carts.	Foot Passengers.	Loaded Carts.	Quantity loaded.	Passenger Carts.	Passengers.	Empty Carts.	Foot Passengers.
May 31, 1890 ...	26	—	1	—	—	17	1,500	—	—	—	—	—	60	—	20	—	15	—	81	—	54	—	18	—
June 7, 1890 ...	29	—	1	—	—	11		—	—	—	—	—	60	—	159	—	19	—	40	—	187	—	27	—
June 14, 1890 ...	44	—	2	—	1	29		—	—	—	—	—	106	—	8	—	9	—	67	—	26	—	18	—
June 21, 1890 ...	52	—	—	—	4	10	1,500	—	—	—	—	—	86	—	53	—	12	—	59	—	33	—	21	—
June 28, 1890 ...	52	—	—	—	—	14		—	—	—	—	—	20	—	27	-	1	—	31	—	18	—	10	—
July 5, 1890 ...	58	—	2	—	2	31		—	—	—	—	—	45	690	31	478	5	2,613	41	—	30	239	13	3,358
July 12, 1890 ...	55	—	1	—	—	8		—	—	—	—	—	30	358 cwt. 160 bus.	5	125	12	1,286	36	—	3	91	6	2,500
July 19, 1890 ...	58	—	1	—	—	15	1,000	—	—	—	—	—	61	967 cwt. 160 bus.	7	198	11	1,195	63	—	5	180	33	1,696
July 26, 1890 ...	59	—	1	—	—	10		—	—	—	—	—	45	837	7	177	7	806	42	—	7	234	18	865
August 2, 1890 ...	66	—	2	—	3	12		—	—	—	—	—	60	1,324	8	245	11	815	35	—	8	102	19	1,083
August 9, 1890 ...	51	—	4	—	1	17		—	—	—	—	—	61	1,336	5	209	7	892	37	—	1	62	6	892
August 16, 1890 ...	64	—	—	—	2	19	750	—	—	—	—	—	41	447	3	147	11	707	24	—	5	38	1	485
August 23, 1890 ...	58	—	—	—	1	9		—	—	—	—	—	55	808	5	180	—	778	32	—	7	61	12	647
August 30, 1890 ...	56	—	—	—	—	11		—	—	—	—	—	50	621	16	248	15	1,625	41	—	6	95	22	1,344
September 6, 1890 ...	—	—	—	—	—	—	—	—	—	—	—	—	41	684	24	367	15	1,143	—	—	—	—	—	—
Total for the 15 weeks ...	728	—	—	—	—	—	4,750	—	—	—	—	—	816	—	—	—	—	—	629	—	—	—	—	—
105 days—average per day	7	—	—	—	—	—	45	—	—	—	—	—	8	—	—	—	—	—	6	—	—	—	—	—

The Madawachchi return does not include coolies. The variations at different stations may be accounted for by the fact that there are a very large number of cross roads (pinpares, &c.) from which carts come and go to and from the Central road purchasing gingelly, kurakkan, and rice from the villages.

No. 36 B.—Enclosure No. 2 in No. 36 from the Government Agent, North-Central Province.
Return of Agriculture for the Blue Book of 1889, North-Central Province.

Nature of Crop.	Number of Acres under Cultivation in 1889.	Gross Produce.	Average Produce, per Acre.	Average quantity of Seed Sown, per Acre.	Average quantity yielded on seed Sown.	Price per Bushel.	Acreage added to cultivated Area since 1866.	Acreage added to cultivated Area since 1876.
		Bushels.	Bushels.			Rs. c.	About.	
Paddy ...	11,600	371,424	32	Bush. 2⅞	12 fold	1 12½	10,000	7,582
Other grain ...	16,250	162,500	10	,, ⅛	80 fold	1 12½	—	—
Tea ...	—	—	—	—	—	—	—	—
Coffee ...	—	—	—	—	—	—	—	—
Sugar ...	—	—	—	—	—	—	—	—
Cacao ...	—	—	—	—	—		—	—
Cinnamon ...	—	—	—	—	—	—	—	—
						per lb.		
Cotton ...	6	2,000 lb.	333 lb.	10 lb.	33 fold	0 12	—	2
Cinchona ...	—	—	—	—	—	—	—	
Tobacco ...	13	3,800	292		—	0 25		13
						per 1,000		
Cocoanuts ...	2,112	802,166	385	75	5 fold	50 0	—	2494
Palmyra nuts ...	—	—	—	—	—	—	—	—
Fruit gardens ...	3,677	—		—	—	—		—
Vegetables ...	2	—	—	—	—	—	—	—
Spices ...	—	—	—	—	—	—	—	—
Cardamoms ...	—	—	—	—	—		—	—
Miscellaneous ...	—	—	—	—	—	—	—	—

Improvements in agriculture introduced during the year :—Bunds of tanks improved, and over 300 tanks sluiced.

No. 36 C.—Enclosure No. 3 in No. 36, from the Government Agent, North-Central Province.
Memorandum of Cart Traffic in the North-Central Province. (Prepared by the Provincial Engineer.)

	First Quarter.	Second Quarter	Average per Quarter.	Average per Day.
Anurádhapura District.				
Puttalam-Trincomalee road ...	196 ...	674 ...	435 ...	14·50
Kurunégala road	82 ...	393 ...	237 ...	7·90
Central road	163 ...	476 ...	319 ...	10·63
Mihintalé District.				
Central road	375 ...	588 ...	182 ...	16·06
Mannár road	57 ...	84 ...	70 ...	2·33
Horowapotana-Vavuniya Vilánkulam road	56 ...	82 ...	69 ...	2·30
Maradankadawala Road.				
Central road	531 ...	727 ...	629 ...	20·96
Trincomalee Kandy road ...	103 ...	183 ...	143 ...	4·76
Kaláwęwa road	83 ...	102 ...	92 ...	3·06

No. 37.—The SECRETARY, Northern Railway Commission, to the GOVERNMENT AGENT, North-Central Province.
No. 29. Colombo, September 26, 1890.

SIR,—I AM directed by the Commissioners to request you to be good enough to obtain from Ena Karuppan Chetty and forward to me a statement showing the quantity of rice he (Ena Karuppan Chetty) has imported into the Province during each of the last six or more years.

When under examination Ena Karuppan Chetty told the Hon. the Chairman that he would look into his books and supply this information "for the last few years" (See 284, page 9 of Evidence.)

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 38.—The GOVERNMENT AGENT, North-Central Province, to the SECRETARY, Northern Railway Commission.
No. 1,678. Anurádhapura, October 10, 1890.

SIR,—Referring to your letter No. 29 of September 26, I have the honour to give below a statement furnished by Ena Karuppan Chetty, of Anurádhapura, showing the quantity of rice he has imported into the North Central Province during this and the last eight years :—

	Bushels.
1882	4,313
1883	5,033
1884	6,702
1885	5,625
1886	7,305
1887	7,115
1888	8,215
1889	9,005
1890	9,723

I am, &c.,
R. B. HELLINGS,
for Government Agent.

No. 39.—The GOVERNMENT AGENT, North-Central Province, to the CHAIRMAN, Northern Railway Commission.

No. 1,556. Anurádhapura Kachchéri, September 12, 1890.

SIR,—IN compliance with your request,* I have the honour to forward statements of paddy lands cultivated for three years, and the total extent of paddy land opened for cultivation in this Province (as estimated).

I am, &c.,
R. W. IEVERS,
Government Agent.

Enclosure in No. 39.

No. 39 A.—Statement showing Extent of Paddy Lands sown as estimated by the Headman, and Amounts realised by Rent Sales for Three Years, in the North-Central Province.

		Extent Sown. Acres.	Amount realised. Rs.	c.
North-Central Province ...	1887 ...	12,504 ...	25,056	25
	1888 .	13,878 ...	38,552	48
	1889 ...	15,513 ...	34,439	40

Statement showing the estimated Extent of Paddy Lands in the North-Central Province, 1889.

		Extent. Acres.	
Temple lands	...	948	(From Service Tenure Register.)
Exemptions to headmen	...	309	(From Register of Exemptions.)
Paddy lands liable to tithe	...	35,086	
Total	...	36,343	

No. 40.—Memorandum by the Hon. T. N. CHRISTIE.

St. Andrew's, Maskeliya, September 27, 1890.

IN memorandum, one statement, "Paddy Land liable to Tithe," is entered at 35,086 acres, while in the other it would seem that during the last three years 15,513 acres is the largest area ever cultivated. Does it mean that although the Province possesses 35,000 acres of paddy land, less than one-half of the available land was ever cultivated?

T. N. CHRISTIE.

No. 41.—The CHAIRMAN, Northern Railway Commission, to the GOVERNMENT AGENT, North-Central Province.

No. 31. Colombo, September 30, 1890.

SIR,—I HAVE the honour to annex a Memorandum made by the Hon. Mr. Christie on the statements furnished with your letter No. 1,556 of the 19th instant, and request you will be good enough to furnish me with replies to his question.

I am, &c.,
F. R. SAUNDERS.

No. 42.—The GOVERNMENT AGENT, North-Central Province, to the CHAIRMAN, Northern Railway Commission.

No. 1,640. Anurádhapura Kachchéri, October 3, 1890.

SIR,—WITH reference to your letter dated 29th ultimo, I have the honour to state that the figures have been obtained (as requested by you) from the taxation lists, in the form indicated by you.

It *does* mean that "less than one-half of the available land is cultivated" when the rainfall is deficient. The revenue for the past sixteen years has varied from Rs. 44,700 to Rs. 12,300, and the average for that time has been Rs. 29,742. The cultivation varies according to the extent of water in the tank. Before sowing this amount is calculated, and only so much is sown as can be irrigated. In my Administration Report for 1887 (197 A) I mentioned that the year was "a most unfortunate one," there having been a severe drought of eighteen months followed by a flood, which breached 180 village tanks, rendering them useless for the maha cultivation of 1888. The three years under review were unfavourable years.

2. The upset price for paddy per bushel is fixed each year at the market rate. This varies from 75 cents to Re. 1·50. Owing to the scarcity of rice in the adjoining Provinces there has been a great run on the present harvest, and it has fetched about the latter sum.

I am, &c.,
R. W. IEVERS,
Government Agent.

No. 43.—The SECRETARY, Northern Railway Commission, to the GOVERNMENT AGENT, North-Central Province

No. 41. Colombo, October 23, 1890.

SIR,—I HAVE the honour to acknowledge the receipt of your letter No. 1,640 of October 30, and I am directed by the Commissioners to request you to be good enough to state the upset price of paddy per bushel in the years 1887, 1888, and 1889.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 44.—The GOVERNMENT AGENT, North Central Province, to the SECRETARY, Northern Railway Commission.

No. 1,797. Anurádhapura Kachchéri, October 29, 1890.

SIR,—WITH reference to your letter No. 41 of the 23rd instant, I have the honour to state that the upset price of a bushel of paddy for the years in question was as follows:—

1887, Re. 1; 1888, Re. 1; 1889, Re. 1·25 to 1·50.

I am, &c.,
R. W. IEVERS,
Government Agent.

* See 263, page 8 of Evidence.

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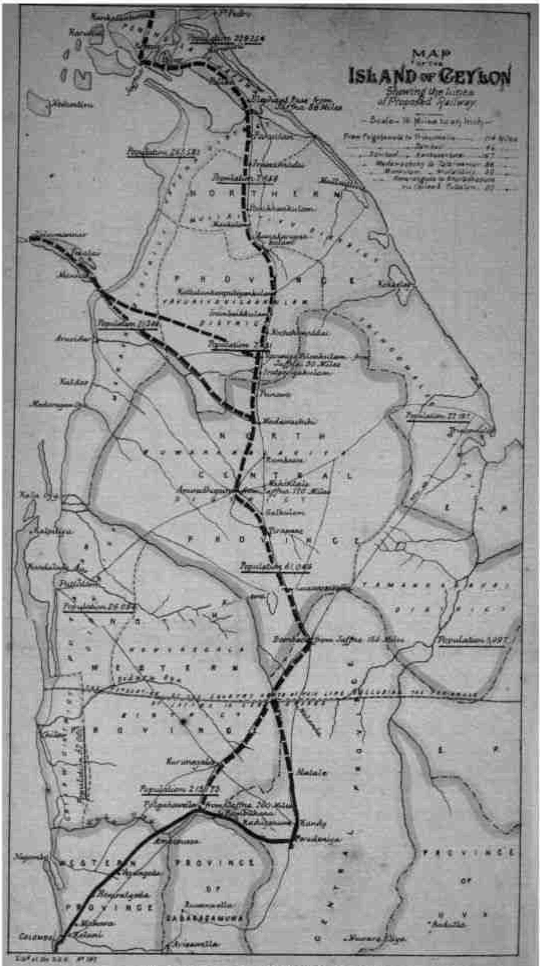
MAP
OF THE
ISLAND OF CEYLON
Showing the lines of Proposed Railway
Scale — 16 Miles to an inch
From Polgahawela to Trincomalee ... 114 Miles
Kurunegala ... 64
Kandy ... 27
Matale ... 37
Mahiyanganaya ... 88
Bandarawela ... 114
Nuwara Eliya ... 87
Kankesanturai
Jaffna
Pt. Pedro
Karativu
Mullaitivu
Elephant Pass from Jaffna 58 Miles
Vavuniya
Mannar
Mullaitivu
Kokkilai
Kokkilai Lagoon
Kokkilai Lagoon from Jaffna 70 Miles

No. 45.—The Provincial Engineer, North-Central Province, to the Secretary, Northern Railway Commission.

Public Works Department,
No. 318. Anurádhapura, October 2, 1890.

Sir,—In forwarding herewith a return of road traffic for the year ending June 30 last, compiled in accordance with the request of the Commissioners, I have the honour to state that 25 per cent. might safely be added for night traffic, of which no proper account is taken, there being no specially paid traffic counters employed for this purpose. It is well known that a good proportion of the traffic passes over the roads in this Province during the night, and especially so on moonlight nights.

2. The increase of traffic during April, May, and June on the Puttalam-Trincomalee road and Kurunégala road in Anurádhapura district, and on New Central road in Maradankadawela district, is mainly due to the pilgrimage to Anurádhapura and to the Madu church in the Mannár district. This class of traffic would, in my opinion, be enormously increased if railway communication were available.

I am, &c.,
A. MURRAY.
Provincial Engineer.

No. 45 A.—Enclosure in No. 45 from the Provincial Engineer, North-Central Province.
Return of Road Traffic for the year ending June 30, 1890.
(See 274 to 277, page 8 of Evidence.)

Names of Roads.	Number of Carts.													Average per		Remarks
					Wet Season.											
	July, 1889.	August.	September.	October.	November.	December.	January, 1890.	February.	March.	April.	May.	June.	Total.	Month.	Day.	
Old Central road between Galkulam and Rambewa	361	272	301	398	214	136	283	298	169	276	259	187	3,154	262·83	8·76	Accounts taken at Rambewa
*New Central or North road between Mirisgoni-oya and Galkulam ...	494	615	484	602	499	402	481	518	594	711	763	707	6,870	572·50	19·08	Accounts taken at Maradankadawala
*New Central or North road between Galkulam and Anuradhapura ...	294	99	156	189	144	156	120	171	198	524	549	345	2,945	245·42	8·18	Accounts taken at Kalathawe
*New Central or North road between Anuradhapura and Rambewa ...	283	286	213	426	483	284	303	348	368	436	307	364	4,101	341·75	11·39	Accounts taken at Rambewa
*New Central or North road between Rambewa and Galkandamadu on Northern Province boundary ...	598	567	547	489	435	233	221	478	429	647	482	639	5,765	480·41	16·01	Accounts taken at Madawachchi
Anuradhapura-Kurunegala road between Anuradhapura and Siambalagam-oya on North-Western Province boundary.	78	69	54	105	90	51	96	69	81	372	534	273	1,872	156·00	5·20	Accounts taken at Talawe
Puttalam-Trincomalee road between Kala-oya and Anuradhapura ...	255	141	159	228	156	144	144	156	288	863	674	485	3,693	307·75	10·25	Accounts taken at Lindewewa
Puttalam-Trincomalee road between Anúradhapura and Galgodahena on Eastern Province boundary ...	389	296	208	171	128	47	142	154	73	136	173	178	2,095	174·58	5·81	Accounts taken at Horowapotana
Mannár road between Madawachi & Yakawewa on Northern Province boundary.	133	153	73	127	53	31	42	77	56	106	82	69	1,002	83·50	2·78	Accounts taken at Madawachchi
Vavuniya-Vilaykulam and Horowapotana road between Horawapotana and Northern Province boundary ...	132	63	37	14	13	4	48	68	59	146	238	167	989	82·41	2·74	Accounts taken at Horowapotana
*Trincomalee-Kandy road between Mirisgoni-oya and Kittuluttu on Eastern Province boundary ...	151	162	179	182	263	131	92	109	108	143	264	142	1,926	160·50	5·02	Accounts taken at Habarane
Kalawewa road from Kekirawa to Kalawewa	70	61	64	101	97	81	72	87	90	108	148	50	1,029	85·75	2·86	Accounts taken at Kekirawa Junct

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No. 46.—Address presented to the Members of the Northern Railway Commission on their arrival at Jaffna on September 8, 1890.

Gentlemen,—We beg to accord to you a hearty welcome, and trust that your labours will result in giving to this much neglected Province the benefit of easy communication with Colombo and other parts of Ceylon through means of a railway.

We who represent the commercial interests of Jaffna beg to submit that, in consequence of the long distance that separates Jaffna from the metropolis and the other parts of Ceylon, we are obliged to experience very great inconvenience in getting down and sending up articles of trade to and from Jaffna. The long time the coasting vessels take, in importing and exporting goods to and from Jaffna, and the risks to which the goods are naturally exposed during the transit, will undoubtedly induce us and all exporters and importers of goods to prefer railway, were it extended to Jaffna, to carriage by water. The people of this place who get goods by sea from other ports of the Island pay a large sum of money by way of insurance fees, as they are obliged to have recourse to insurance in consequence of the risks incidental to carriage by sea. This item of expense will not have to be incurred if railway be the medium of carriage.

We therefore beg to assure you that, not only the present traffic of Jaffna will be more than double by the opening of the country through means of a railway, but also that almost all the traffic available in Jaffna will be caught by the railway, and that there need be no fear that carriage by sea will be preferred to railway as some have suggested.

Jaffna, September, 1890.

We beg to remain, &c.,
T. H. TOUSSAINT and others.

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* Does not include coach traffic.

No. 47.—Amended Estimate of probable Down Traffic or Income which could be realised by the Railway if extended to Jaffna.

(Handed to the Commissioners when sitting at Jaffna on September 9, 1890.)

	Rs.	c.
400 boxes of cigars sent per month by steamers and vessels—freight paid for same at Rs. 5 per box, Rs. 2,000; and for 12 months ...	24,000	0
20,000 bales of tobacco of different kinds which are now sent per month by carts and ships to Mátalé, Galle, Colombo, Gampola, and Mátara 40,000 by sea at Re. 1·25 and 190,000 by land at Rs. 2 ...	442,500	0
300 params of chilly at Rs. 5 per param—being freight paid per month to the steamers, Rs. 15,000; and for 12 months ...	18,000	0
2,333 params of copperah sent per month to Colombo and Galle—freight at Rs. 3 per param, Rs 7,000; and for 12 months. (See [illegible], page 16)	84,000	0
2,000 baskets of jaggery exported per month—freight at 75 cents per basket, Rs. 1,500; and for 12 months	18,000	0
1,500 cwts. of onions sent per month—freight at 50 cents per cwt., Rs. 750; and for 12 months	9,000	0
1,000 cwts. of saffron sent per month—freight at 50 cents per cwt., Rs. 500; and for 12 months	6,000	0
25 tons of arappo sent to Colombo per month—freight at Rs. 8 per ton, Rs. 200; and for 12 months	2,400	0
200 params of deer, elk, and buffalo horns sent per month to Galle *via* Colombo—freight at Rs. 2 per param, Rs. 400; and for 12 months	4,800	0
100 params of hide or leather of sheep, goat, bullock, deer, elk, cheetah, and bear sent per month—freight at Rs. 3 per param, Rs. 300; and for 12 months	3,600	0
170 params of bone taken per month to Galle, Colombo, and other places—freight at Rs. 2 per param, Rs 340; and for 12 months ...	4,080	0
200 bundles of ola umal bags sent per month—freight at Re. 1 per bundle, Rs. 200; and for 12 months	2,400	0
500 bundles of naar baskets, each bundle containing 12 baskets, used for road work—freight at 12c. per bundle, Rs. 60 per month; and for 12 months	720	0
150 bundles of ola baskets sent per month, each bundle containing one dozen baskets—freight at 12 cents per bundle, Rs. 18; and for 12 months	216	0
1,000 bundles of ola mats of different sizes sent per month—freight at 50 cents per bundle, Rs. 500; and for 12 months	6,000	0
250 bundles of dyed cloths—freight per month at Rs. 5 per bundle, Rs. 1,250; and for 12 months	15,000	0
5 params of yams of different kinds, save manioc yams sent per month—freight at Rs. 5 per param, Rs. 25; and for 12 months ...	300	0
50 params of manioc yams per month—freight at Rs. 2·50 per param, Rs. 125; and for 12 months	1,500	0
25 params of palmyra roots, raw and dried, sent per month—freight at Rs. 2·50 per param, Rs. 62·50; and for 12 months... ...	750	0
30 baskets of pinatu—freight at Re. 1 per basket per month, Rs. 30; and for 12 months	360	0
318 sheep per month—hire 50 cents each, Rs. 159; and for 12 months ...	1,908	0
624 goats per month—hire at 50 cents each, Rs. 312; and for 12 months...	3,744	0
9 bullocks per month—hire at Re. 1 each, Rs. 9; and for 12 months ...	108	0
100 heads of cattle to pasture, to Wanny and back, per month—hire at 50 cents, Rs. 50; and for 12 months	600	0
500 cwts of cocoanut fibre sent per month—freight at 50 cents each, Rs. 250; and for 12 months...	3,000	0
500 cwts. of cotton sent per month—freight at 50 cents per cwt., Rs. 250; and for 12 months	3,000	0
10 tons of gingelly poonac—freight at Rs. 8 per ton per month. Rs. 80; and for 12 months	960	0
50 tons cocoanut poonac sent per month—freight Rs. 6 per ton, Rs. 300; and for 12 months	3,600	0
200 gallons of ghee—freight at 18 cents per gallon, Rs. 360 per month; and for 12 months	4,320	0
250 cwts. of orchilla—freight at 10 cents per cwt., Rs. 25 per month; and for 12 months	300	0
50 gallons gingelly oil—freight at 25 cents per gallon, Rs. 12·50 per month; and for 12 months	150	0
200 passengers to and from Mátalé, per day (100 each way) 180 miles at 2½ cents per mile, Rs. 900 per day, and for 30 days Rs. 27,000; and for 12 months	324,000	0
[It does not of course include the first and second plass passengers nor those who go beyond Mátalé.]		
Government pays for the coach for carrying the mails from Mátalé to Anurádhapura per month Rs. 856; and for 12 months ...	10,272	0
Do. from Anurádhapura to Jaffna Rs. 856; and for 12 months	10,272	0
Public Works Department of Jaffna pays for cart hire for carting and carrying stores to Vavuniya-Vilánkulam, about 275 cart load per annum—hire at Rs. 15 a cart	4,125	0
To Elephant Pass about 200 boat loads of stores and materials for road work per annum—hire at Rs. 7·50 per boat	1,500	0
About 75 cart loads to Mullaittívu per annum—hire at Rs. 15 a cart...	1,125	0
To Pallai 16 boat loads of store and materials for road work—hire at Rs. 7·50 per boat	120	0
2,200 tons of metal now sent for upkeep of the North Central road between Kodigamam and Iranamadu, which, if a railway be opened, would be reduced by one-third, leaving 1,500 tons still available for the railway	—	
25 casks of arrack sent to Vavuniya-Vilánkulam and Mullaittívu—cart hire at Rs. 20 per cask	500	0
5,000 bushels of lime to Anurádhapura—cart hire 125 casks at Rs. 20 a cart	2,500	0
16,000 bushels of paddy for horses yearly taken for Colombo—freight at 25 cents a bushel	4,000	0
Carried over...	1,023,730	0

		Rs.	c.
	Brought forward...	1,023,780	0
	100 cwts. of averam bark taken per month by carts and vessels to Colombo—hire or freight paid for same at 50 cents per cwt., Rs. 50; and for 12 months	600	0
	100 bags of Indian corn called [illegible] per month by carts and vessels to Colombo—hire or freight [illegible] same at 37½ cents per bag, Rs. 37·50; and for 12 mon[illegible]	450	0
	150 bags of gallnuts taken per m[illegible] carts and vessels to Colombo—hire or freight paid for [illegible] cents per bag, Rs. 56·25; and for 12 months	675	0
	Passengers from Jaffna to inter[illegible]ations on special occasions, yearly.		
500	pilgrims to Ch[illegible] to St. Ligouri's Church, 10 miles, at 25 cents each	125	0
500	[illegible] to return	125	0
5,000	pilgrim[illegible]dythalatchy Amman Kovil, 8 miles, at 25 cents each person	1,250	0
	Do. to return	1,250	0
3,000	pilgrims to St. James' Church, Kelaly, 18 miles, at 50 cents each person	1,500	0
	Do. to return	1,500	0
8,000	pilgrims to St. Sebastians' Church at Puthumadam, 30 miles, at 75 cents each person	6,000	0
	Do. to return	6,000	0
15,000	pilgrims to Vattupalai Amman temple, 60 miles, at Rs. 1·50 each person	22,500	0
	Do. to return	22,500	0
15,000	pilgrims to St. Mary's, Madu, 90 miles, at Rs. 2·25 each person ...	33,750	0
	Do. to return	33,750	0
5,000	pilgrims to St. Anna's via Anurádhapura, 120 miles, at Rs. 3 each person	15,000	0
	Do. to return	15,000	0
2,000	pilgrims to Pallai Vairava temple, 24 miles, at 60 cents each person ...	1,200	0
	Do. to return	1,200	0
2,000	pilgrims up to Mátalé on their way to Kadirgama temple, 180 miles, at Rs. 4·50 each person	9,000	0
	Do. to return	9,000	0
1,000	pilgrims to Vavuniya-Vilánkulam temple, 60 miles, at Rs 1·50 each person	1,500	0
	Do to return ...	1,500	0
100,000	pilgrims to the Buddhist temple at Anurádhapura on the full moon day in May or June going from and returning to the Central and Western Provinces.		
50,000	passengers to and from Kanthasami temple annually during the festival season, average 15 miles.		
50,000	passengers to and from Kanthasami temple at Mavaddipuran during the festival season, average 15 miles		
	A very large number of pilgrims returning from Dambool to Mátalé after witnessing the Buddhist festival at Dambool		
400	pilgrims (ordinary) per month to the Madu Church, for 8 months, 90 miles, at Rs 2·50 each person	8,000	0
	Do. to return	8,000	0
	Miscellaneous traffic on dry fish, raw fish, green vegetables, brass articles, cloth, paddy, manure, &c., not ascertained. We have not included probable traffic of goods from Dambool, Anurádhapura, Mannár, Vavuniya-Vilánkulam, Mullaittívu, such as large quantity of dry fish sent from Trincomalee via Dambula. A large quantity of dry fish sent from Mannar via Madawachchi, on a rough calculation at Rs. 1,500 per month, and for 12 months ...	18,000	0
	A very large timber traffic from Anuradhapura, Dambula, &c., not ascertained.		
	To the Chavakachchéri market, 3 days in a week, 50 passengers a day, 800 passengers annually for 10 miles.		
	To the Kodigamam market 3 days in a week 8,000 passengers 15 miles.		
	To the Eluthumatuwal market 250 passengers a week, for six months in the year 6,000 passengers, 18 miles at 45 cents	2,700	0
100	cwt. of salt sent yearly by carts to Kaithady, a distance of 6 miles, for 5 carts—hire at Rs. 1·25	6	25
1,800	cwt. of salt to Chavakacheri market, 90 carts—hire for same at Rs. 1·75 per cart	157	50
1,300	cwt. of salt per annum sent to the Kodigamam and Eluthumatuwal markets, 65 carts—hire at Rs. 2·50 per cart	162	50
500	cwt. of salt per annum sent to Pallai and Muhavil markets, 25 carts—hire for same at Rs. 4 per cart	100	0
150	cwt. of salt per annum sent to Elephant Pass market, 8 carts—hire paid for same at Rs 6 per cart	48	0
51,778	coolies in the year 1888 from Vankalai and Pésalai to Mátalé, 90 miles, from Vavuniya-Vilánkulam to Mátalé at 1 cent per mile ...	46,600	20
28,688	Indian coolies returning from Mátalé to Vankalai and Pésalai, being 90 miles, at 1 cent per mile	25,919	20
	A large traffic would spring up in coral stone. Palmyra timber for buildings, if easy and speedy means of transport existed.		
5,000	garce of paddy from Kankesanturai to Jaffna, for each garce 4 carts—20,000 carts at Rs. 1·25 per cart for one year	25,000	0
	Government expends for the coolies a year	77,690	0
	Government spends for the upkeep of the "Lady Gordon" for a year	37,500	0
	The reduction to Government in the maintenance and upkeep of the North Central road if railway is opened	28,789	0
	By amount paid by Government for mail coach between Jaffna and Kankesanturai	1,000	0
	Total ...	1,488,777	65

No. 46.—Estimate of probable Up Traffic or income which could be realised by the Railway if extended to Jaffna.

Goods and Articles which will be sent from Colombo, Mátalé, and Wanni to Jaffna.

(Handed to the Commissioners when sitting at Jaffna on September 9, 1890.)

	Rs.	c.
1,000 bags of arecanut sent per month by steamers and vessels—freight paid at 30 cents per bag, Rs. 300 ; and for 12 months	3,600	0
750 cwt. of iron sent per month—freight paid at 25 cents per cwt., Rs. 187·50 ; and for 12 months	2,250	0
1,250 bags of curry stuff sent per month—freight paid at 50 cents per bag, Rs. 625 ; and for 12 months	7,500	0
250 bags of peas sent per month—freight paid at 25 cents per bag, Rs. 62·50 ; and for 12 months	750	0
125 bags of ulunthu sent per month—freight paid at 25 cents per bag, Rs. 31·25 ; and for 12 months	375	0
25 bags of mochaikoddai sent per month—freight paid at 25 cents per bag, Rs. 6·25 ; and for 12 months	75	0
100 bags of oats (kadalai) sent per month—freight paid at 25 cents per bag, Rs. 25 ; and for 12 months	300	0
200 bags of grain (kollu) sent per month—freight paid at 25 cents per bag, Rs. 50 ; and for 12 months	600	0
425 bags of raw rice sent per month—freight paid at 50 cents per bag, Rs. 212·50 ; and for 12 months	2,550	0
400 bags of white sugar sent per month—freight paid at 50 cents per bag, Rs. 200 ; and for 12 months	2,400	0
50 bags of brown sugar sent per month—freight paid at 50 cents per bag, Rs. 25 ; and for 12 months	300	0
750 boxes of kerosine oil sent per month—freight paid at 25 cents a box, Rs. 187·50 ; and for 12 months	2,250	0
400 bags of Bengal rice sent per month—freight paid at 25 cents per bag, Rs. 100 ; and for 12 months	1,200	0
1,000 bags of gingelly sent per month—freight paid at 25 cents per bag, Rs. 250 ; and for 12 months	3,000	0
5,000 bushels of Wanni gingelly sent per month—freight paid at 50 cents per bushel Rs. 2,500 ; and for 12 months	30,000	0
50 bags of coffee sent per month—freight paid at 30 cents per bag, Rs. 15 ; and for 12 months	180	0
100 bags of tamarind from Wanni sent per month—freight paid at 50 cents per bag, Rs. 50 ; and for 12 months	600	0
100 bales of cotton goods sent per month—freight paid at Rs. 2 per bale, Rs. 200 ; and for 12 months	2,400	0
80 boxes of chintz sent per month—freight paid at Rs. 4 per box, Rs. 320 ; and for 12 months	3,840	0
15 boxes of platewares sent per month—freight paid at Rs 2·50 per box, Rs. 37·50 ; and for 12 months	450	0
40 tins of camphor sent per month—freight paid at Re. 1·50 per tin, Rs. 60 ; and for 12 months	720	0
40 boxes of crackers sent per month—freight paid at 50 cents per box, Rs. 20 ; and for 12 months	240	0
45 boxes of matches sent per month—freight paid at Re. 1 per box, Rs. 45 ; and for 12 months	540	0
25 boxes of catechu sent per month—freight paid at 37½ cents per box, Rs. 9·37½ ; and for 12 months	112	50
200 bales of gunny bags sent per month—freight paid at 37½ cents per bale, Rs 75 ; and for 12 months .	900	0
15 barrels of arrack sent per month—freight paid at Rs. 4 per barrel, Rs. 60 ; and for 12 months	720	0
40 barrels of cement sent per month—freight paid at Re. 1 per barrel, Rs. 40 ; and for 12 months	480	0
200 cases of liquor sent per month—freight paid at 50 cents per case, Rs. 100 ; and for 12 months	1,200	0
50 boxes of sundries sent per month—freight paid at Re. 1·50 per box, Rs. 75 ; and for 12 months	900	0
150 tins of paint sent per month—freight paid at 25 cents per tin, Rs. 37·50 ; and for 12 months	450	0
50 tins of linseed oil sent per month—freight paid at 50 cents per tin, Rs. 25 ; and for 12 months	300	0
500 pieces of furniture sent per month—freight paid at 50 cents per piece, Rs. 250 ; and for 12 months	3,000	0
10 bundles of umbrellas sent per month—freight paid at Re. 1 per bundle, Rs. 10 ; and for 12 months	120	0
Cash Rs. 50,000 sent per month—freight paid at Rs. 2·50 a box, Rs. 125; and for 12 months	1,500	0
400 empty cases sent per month—freight paid at 50 cents per case, Rs. 200 ; and for 12 months	2,400	0
10 horses sent per month—freight paid Rs. 40 per horse, Rs. 400 ; and for 12 months	4,800	0
50 boxes of tea sent per month—freight paid at 50 cents per box, Rs. 25 ; and for 12 months	300	0
125 bags of mustard from Wanni sent per month—freight paid at 50 cents per bag, Rs. 62·50 ; and for 12 months	750	0
50 bags of mustard from Colombo sent per month—freight paid at 25 cents per bag, Rs. 12·50 ; and for 12 months	150	0
300 bags of wheat sent per month—freight paid at 25 cents per bag, Rs. 75 ; and for 12 months	900	0
25 bundles of coir bags sent per month—freight paid at 50 cents per bundle, Rs. 12·50 ; and for 12 months	150	0
Carried over...	85,252	50

	Rs.	c.
Brought forward...	65,252	50
25 bags of American flour sent per month—freight paid at 50 cents per bag, Rs 12·50 ; and for 12 months	150	0
15 barrels of gunpowder sent per month—freight paid at Re. 1 per barrel, Rs. 15 ; and for 12 months	180	0
50 bags of shots, &c., sent per month—freight paid at 25 cents per bag, Rs. 12·50 ; and for 12 months	150	0
50 bags of saltpetre sent per month—freight paid at 50 cents per bag, Rs. 25 ; and for 12 months	300	0
15 tins of sulphur sent per month—freight paid at Re. 1 per tin, Rs. 15 ; and for 12 months	180	0
50 bundles of twine sent per month—freight paid at 50 cents per bundle, Rs. 25 ; and for 12 months	300	0
75 tins of sugar candy sent per month—freight paid at 37½ cents per tin, Rs. 28·12½ ; and for 12 months	337	50
6 boxes of books sent per month—freight paid at Rs. 2 per box, Rs. 12 ; and for 12 months	144	0
20,053 bushels of paddy from Wanni—transport at 50 cents per bushel, Rs. 10,026·50 ; and for 12 months	120,318	0
7,500 bushels of kurakkan sent per month—transport at 50 cents per bushel, Rs. 3,750 ; and for 12 months	45,000	0
100 bags of illupai nuts sent per month—transport at 50 cents per bag, Rs. 50 ; and for 12 months	600	0
250 tons of firewood sent per month—transport at Re. 1·20 per ton, Rs. 300 ; and for 12 months	3,600	0
50 tons of timber sent per month.—transport at Rs. 4·25 per ton ; and for 12 months	2,550	0
Total ...	259,062	0

No. 49.—The CHAIRMAN, Northern Railway Commission, to the GOVERNMENT AGENT, Northern Province.

The Queen's House,
Jaffna, September 12, 1890.

No. 21.

SIR,—ENCLOSED I have the honour to hand you two printed statements marked A and B,* showing the income which could be realised by the railway if extended to Jaffna, as estimated by the Jaffna Railway Committee.

Will you be good enough to carefully examine these statements and enter on them any alterations which you think should be made to make the estimate accord with your views, and return them to the Commission at your earliest convenience. Any reason you can give for the alterations made will be appreciated.

I am, &c.,
F. R. SAUNDERS,
Chairman.

No. 50.—Remarks by the GOVERNMENT AGENT, Jaffna, on the Estimates of the JAFFNA LOCAL RAILWAY COMMITTEE, asked for by the CHAIRMAN of the Northern Railway Commission by letter No. 21 of September 12, 1890.

(See 226 to 251 of Evidence.)

I am not aware on what data the Railway Committee have formed their estimates. I annex—

1.—Statement showing the highest export *coastwise* that has taken place in any single year during the last ten years from 1880–89. (A.)

2.—Statement showing the highest export *beyond sea* that has taken place in any single year during the last ten years from 1880–89. (B.)

3.—Statement showing the export coastwise from the Northern Province to Western and Southern Provinces during the last five years from 1885–89. (C.)

In the printed amended estimate of traffic of the Railway Committee marked A (herewith returned), I have noted the following, viz :—

(*a*) The total quantity for the year as calculated from the monthly estimate of the Railway Committee.
(*b*) The highest export coastwise from the Northern Province to the Western and Southern Provinces in any one year, as per Customs Returns during the five years from 1885–89.
(*c*) Lowest do. do. do.
(*d*) Average for the five years from 1885–89.

I estimated in my letter No. 231 of June 22, 1888 (Sessional Paper VIII. of 1889, page 244), that the traffic on the road did not exceed 5,000 tons both ways. I believe this to be a very liberal estimate. Add to the average export coastwise from the Northern Province to the Western and Southern Provinces, as noted by me in the amended estimate A, 2,000 tons of tobacco and other goods (40,000 cwt.) going by road, and this will represent very fairly the total annual average export from this Province to the Western, North-Central, Central, and Southern Provinces.

Taking the items according to the amended estimate A furnished by the Railway Committee—

1. *Boxes of Cigars*, 4,800.—This exceeds the highest export coastwise in any one year during the last ten years by 2,679, the highest export being only 2,121. (See statement No. 1.) Very few boxes (if any) are sent by road. Certainly the number exported in one year would not exceed 3,000. The average export for the five years is only 1,641. See note in amended estimate.

2. *Tobacco Bales*, 240,000.—I am quite at a loss to understand where the information, from which the Railway Committee framed their estimate, was obtained. The largest quantity exported coastwise in any one year during the last ten years is 38,772 cwt., the largest quantity sent coastwise to the Western and Southern Provinces in any one year during the last five years is 21,804 cwt., and the average to these Provinces for the five years is 17,883 cwt.

240,000 bales as estimated for, taking a bale at even only half a cwt., would amount to 120,000 cwt., equal to 6,000 tons. The total export in any one year coastwise and beyond sea between 1825 and 1889 never exceeded 80,690 cwt. In fact 120,000 cwt. exceeds the total tobacco crop of one year. According to a return I got prepared

* Statements 47 and 48, pages 48 and 50.

in 1872, the estimated total crop of the district amounted to between 50,000 cwt. and 60,000 cwt. It was estimated that from 3,000 cwt. to 5,000 cwt. went by road. Allowing three-fourth ton to each cart, the 5,000 cwt. would have required 333 carts. I believe the Hon. Mr. Christie got from the Assistant Agent Mátalé a return of the number of carts which arrived at Mátalé with tobacco, and if I recollect right, the number was 450, which very much bears out the quantity of tobacco estimated as sent in 1872. Certainly, I should think 20,000 bales of ½ cwt. each, or 10,000 cwt., is about the quantity sent annually by land to Mátalé. This is equal to 500 tons. Add the highest export coastwise to the Western and Southern Provinces in any one year during the last five years, viz., 22,000 cwt. to 10,000 cwt. by land, gives total 32,000 cwt. sent to Mátalé and the south. Giving the very highest, according to the evidence of one of the witnesses who tried to make out that the export by land was three times that by sea, the total by land could not exceed 66,000 cwt. or, at ½ cwt., 132,000 bales. 20,000 cwt. is, I believe, the utmost taken down by road. I am unable to follow at all the estimate of the Railway Committee in regard to tobacco.

The total highest export in any one year from the Province during the last sixty-four years was :—

	Cwt.
Beyond sea	56,036
Coastwise	24,654
	80,690
Estimated local consumption	10.000
Do. utmost quantity sent by land	20,000
	110,690

The quantity estimated by the Railway Committee of tobacco as sent by land and sea to Mátalé and the south of the Island alone amounts to 120,000 cwt., at ½ cwt. per bale.

Chillies, 18,000 cwt.—The estimate of the Railway Committee is 18,000 cwt. as sent by sea. The highest coastwise export in any one year during the last ten years is 7,680 cwt., and the highest coastwise export in any one year during the last five years to the Western and Southern Provinces is 817 cwt., and the average only 338 cwt.

Copperah, 140,000 cwt.—All the copperah goes by sea. The largest coastwise export in any one year during the last ten years is 28,053 cwt., and the largest coastwise export in any one year during the last five years to the Western and Southern Provinces is 17,932 cwt., and the average 7,606 cwt.

I cannot understand on what the estimate of the Railway Committee is based.

The total highest export beyond sea in any one year, and coastwise during the last ten years, has only amounted to 42,000 cwt.

In the same way, in regard to many of the other items named in the estimate of the Committee, the estimate exceeds the export coastwise according to the Customs returns.

All the articles, excepting the cattle, arrack, lime, salt, miscellaneous traffic, Public Works Department stores and metal, and part of the tobacco, averum bark, Indian corn, and gallnuts are admitted by the Committee as going by sea. Where the Committee have obtained their data I do not know. In fact, the estimate of the Committee exceeds the total export beyond sea and coastwise according to the Customs returns in most cases.

A large quantity of the things estimated for would, in my opinion, continue to go by sea, whether a railway be constructed or not.

I was asked by the Railway Commission if I thought a railway would pay, supposing (if it were possible) that all other means of transport were stopped. I replied it might if constructed at £4,000 a mile, but that I could not see how transport by sea was to be stopped, or by cart, if people preferred to send their goods by cart.

I was asked if the people of Jaffna would submit to a special tax on account of a railway. I replied that this was a matter on which I could not undertake to reply on behalf of the people of Jaffna.

As regards the number of passengers and pilgrims estimated for by the Railway Committee, I consider the estimate of passenger and pilgrim traffic high. I have already stated that I would accept the estimate of 100 going and 100 returning daily to and from Mátalé, though I believe the number to be very large. I am not prepared to accept the estimate of the number of pilgrims. I believe it to be much too high. Very many pilgrims would not be able to pay for travelling by railway.

I have been asked if I were still of the same opinion as to the probable effect of the coasting trade on the railway, and if I still thought that two-thirds of the existing traffic would continue to go by sea. I have to submit that the opinion I expressed in 1888 has been very much strengthened by recent events and the evidence I have heard during the sitting of the Commission.

The estimated quantity of tobacco is, as I have remarked, exceedingly high, and much of that will continue to go by sea.

The copperah, which all goes now by sea, will continue to go by sea. It was stated in evidence that seven rupees a ton covers all costs now, freight, boat hire, &c. Unless a railway can carry it, therefore, for five rupees a ton, it will continue to go by sea. So in regard to many other articles mentioned in the lists of the Railway Committee which would not bear heavy railway rates, such, for instance, as match boxes, empty cigar boxes, kerosine oil, poonac, &c.

Recently the coastwise trade has been much improved by the establishment of steam communication by the B. I. S. N. Company.

If a railway were placed in competition with the coastwise trade, freight would go down as the steamers and sailing vessels can afford to lower their rates.

As regards the estimate of imports into Jaffna (B), I annex—

1.—Statement showing the highest import coastwise that has taken place in any single year during the last ten years from 1880–89. (D.)

2.—Statement showing the coastwise imports into the ports of Jaffna from the Western and Southern Provinces for the two years 1888 and 1889, and the average import for the two years. (E.)

3.—	Do.	do.	Port of Mannár	do.	(F.)
4.—	Do.	do.	Pésálai	do.	(G.)
5.—	Do.	do.	Vankálai	do.	(H.)
6.—	Do.	do.	Mullaittívu	do.	(I.)

In the printed estimate of imports (B) of the Railway Committee (herewith returned), I have noted the following :—

(*a*) The total quantity for the year as calculated from the monthly estimate of the Railway Committee.
(*b*) The import coastwise into the ports of Jaffna from the Western and Southern Provinces in 1888, as per Customs returns.
(*c*) Do. do. in 1889 do.
(*d*) Average for the two years, 1888 and 1889.

I have to remark that, as in regard to exports, I am at a loss to know on what data the estimate of imports is founded.

There is an estimate of nearly 400,000 bushels of grain coming in annually from the Anurádhapura and Wanni districts. This is equal to 10,000 cart loads—nearly 840 carts a month—which is very much in excess of the cart traffic on the road.

W. C. TWYNAM,
Government Agent.

Jaffna, October 31, 1890.

No. 50 A.—A—The highest exportation Coastwise of the several Articles enumerated below that has taken place in any single year during the last Ten years from 1880.

Description of Articles.		Quantity.		Value. Rs.	c.
Apparel, wearing	...	boxes	39 ...	1,610	0
Arappo	...	cwt.	581 0 0 ...	873	50
Arms and Ammunition :					
Guns	...	No.	9 ...	570	0
Gunpowder	...	packages	17 ...	253	0
Shots	...	bags	8 ...	63	0
Arrack	...	gallons	5,660¾ ...	23,033	0
Arecanuts	...	cwt.	761 0 0 ...	8,083	50
Bags, baskets, and mats	...	bundles	5,677 ...	7,461	0
Beche-de-mer	...	cwt.	424 0 0 ...	13,300	0
Beeswax	...	"	27 0 0 ...	1,889	0
Beverage of kinds	...	cases	113 ...	2,700	0
Boats and canoes	...	No.	14 ...	602	0
Bones of animals	...	cwt.	1,669 0 0 ...	4,760	0
Books and maps (printed)	...	bundles	50 ...	2,103	0
Boxes and trunks	...	No.	232 ...	2,509	50
Boots and shoes	...	bundles	8 ...	152	0
Camphor	...	boxes	6 ...	389	0
Carts and carriages	...	No.	29 ...	332	0
Catechu	...	boxes	24 ...	591	0
Cement	...	barrels	307 ...	3,070	0
Chanks (dead and live)	...	No.	1,780,852 ...	68,644	0
Chillies	...	cwt.	7,680 1 0 ...	19,990	0
Coal tar	...	casks	9 ...	160	0
Cocoanuts	...	No.	211,868 ...	7,512	0
Coffee	...	cwt.	24 0 0 ...	853	0
Coir yarn	...	"	505 0 0 ...	925	0
Copperah	...	"	28,053 0 0 ...	174,658	0
Cotton goods	...	bundles	896 ...	91,748	0
Cotton thread	...	cwt.	66 0 0 ...	3,049	0
Crockery and glassware	...	boxes	39 ...	859	0
Curry stuffs	...	cwt.	1,080 1 0 ...	7,423	0
Cutlery and hardware	...	bundles	422 ...	781	0
Dammar	...	bags	10 ...	40	0
Earthen and stoneware	...	No.	32,713 ...	1,047	25
Fish, dried and salted	...	cwt.	29,102 3 0 ...	263,526	50
Fish fins	...	"	91 3 0 ...	2,529	0
Fuller's earth	...	bushels	132 ...	343	50
Furniture	...	packages	364 ...	5,302	50
Ghee	...	gallons	2,854 ...	9,680	75
Grain, Gram	...	bushels	592¾ ...	1,906	50
Paddy	...	"	58,426 ...	64,843	63
Rice	...	"	20,942½ ...	58,828	25
Wheat	...	"	392 ...	1,778	0
All other grain	...	"	4,633¼ ...	3,937	0
Ground nuts	...	"	502 ...	504	0
Gunnies	...	bundles	727 ...	3,509	0
Hides and skins	...	"	1,139 ...	15,956	50
Honey	...	gallons	451 ...	848	75
Horns of kinds	...	cwt.	482 0 0 ...	5,144	25
Hoops and staves	..	bundles	278 ...	1,390	0
Jaggery	...	cwt.	6,557 1 6 ...	15,780	0
Jewellery	...	bundles	22 ...	4,410	0
Live stock, Neat cattle	...	No.	211 ...	2,256	50
Horses	...	"	7 ...	373	0
Poultry	...	cages	46 ...	324	0
Sheep and goats	...	No.	1,670 ...	4,868	0
Lime or chunam	...	bushels	10,095 ...	1,369	68
Metals, Brassware	...	cwt	230 2 21 ...	2,385	25
Copperware	...	"	62 0 1 ...	2,563	0
Ironware	...	"	416 0 0 ...	2,742	95
All other metals	...	bundles	167 ...	1,372	0
Miscellaneous	...	"	10,964 ...	13,852	85
Nets, fishing	...	"	79 ...	1,849	0
Odials	...	bags	3,338 ...	3,534	50
Oils of kinds	...	gallons	11,455½ ...	13,226	50
Onions	...	cwt.	4,871 0 0 ...	12,243	50
Orchilla weed	...	"	213 3 0 ...	2,461	0
Opium	...	"	13 0 0 ...	10,080	0
Perfumery	...	bundles	37 ...	210	0
Potatoes	...	cwt.	71 0 14 ...	547	0
Provisions	...	baskets	1,527 ...	3,419	50
Poonac	...	cwt.	1,405 0 0 ...	6,122	0
Salt	...	"	26,549 0 0 ...	51,171	0
Sago	...	bags	4 ...	80	0

Description of Articles.		Quantity.			Value. Rs.	c.
Seeds, Gingely	...	cwt.	1,166 0 0	...	762	50
Mustard	...	bags	83	...	593	0
Silk goods	...	bundles	8	...	360	0
Specie	...	boxes	9	...	32,525	0
Stationery	...	„	51	...	596	0
Stones of sorts	..	No.	23,299	...	2,203	20
Sugar and sugar candy	...	cwt.	117 1 21	...	1,974	0
Timber, palmyrah	...	No.	5,981	...	1,789	80
Woods of sorts	...	„	9,077	...	5,420	50
Tobacco, Cigars	...	boxes	2,121	...	506,134	0
Unmanufactured	...	cwt.	38,772 1 7	...	629,278	75
Vegetable and garden produce	...	bags	216,983	...	10,812	50

No. 50 B.—B—The highest exportation beyond Sea of the several Articles enumerated below that has taken place in any single year during the last Ten years from 1880.

Description of Articles.		Quantity.			Value. Rs.	c.
Arappo	...	cwt.	1,157 3 0	..	1,490	25
Arecanuts	...	„	69 2 14	...	591	50
Bags, baskets, and mats	...	bundles	62	...	36	0
Beche-de-mer	...	cwt.	574 0 0	...	17,547	50
Bones	...	„	332 0 0	...	1,052	0
Books and mats, printed	...	cases	7	...	55	0
Carts and carriages	...	No.	5	...	5	0
Chanks, Dead	...	„	2,674,590	...	105,238	60
Live	...	„	1,218,725	.	58,111	50
Cocoanuts	...	„	1,216,018	...	5,078	92
Cotton yarn	...	cwt.	6,405 0 0	...	54,658	0
Copperah	...	„	14,008 0 0	...	92,747	0
Cotton manufacture	...	bundles	463	...	350	0
Fish fins	...	cwt.	1,111 2 0	...	3,842	50
Fish, dried and salted	...	„	3,868 2 0	...	12,119	50
Hides and skins	...	bundles	373	...	5,863	0
Honey	...	gallons	453	...	849	25
Jaggery	...	cwt.	7,125 2 0	...	29,027	75
Live stock	...	No.	3,177	...	33,709	0
Metals	...	cwt.	406 2 3	...	2,789	50
Oil cocoanuts	...	gallons	4,180	...	5,005	0
Pearls and precious stones	...	bundles	5	...	333	0
Penatto	...	cwt.	207 0 0	...	434	0
Salt	...	„	916,300 0 0	...	69,496	0
Seed, gingelly	...	„	9,680 0 0	...	9,933	0
Tobacco, unmanufactured	...	„	56,942 0 0	...	1,217,297	0
Timber, Ironwood	...	No	2,529	...	25,628	0
Palmyrah laths	...	„	176,674	...	9,436	94
do. rafters	...	„	183,295	..	77,115	6
Teakwood	...	„	228	...	773	0
Ebony scantlings	...	„	26	..	2	0
Satinwood	...	„	923	...	5,514	50
Woods of sorts	...	„	619,982	...	14,840	50

No. 50 c.—C—Statement showing the Export of Coastwise Goods from the Northern Province to the Western and Southern Provinces for Five years from 1885 to 1889.

Description of Articles.	1885.		1886.		1887.		1888.		1889.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Western Province.		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Arappo ...	cwt. 273 0 0	605 0	cwt. 297 0 0	616 0	cwt. 76 2 0	158 0	cwt. 189 0 0	791 0	cwt. 258 2 0	688 0
Arecanuts ...	.. 14 0 0	204 0	.. 64 0 0	228 0	.. 53 0 0	105 0	.. 17 0 7	89 0	.. 50 2 19	525 0
Bags, baskets, and mats ...	bundles 474	3,245 50	bundles 765	2,159 50	bundles 1,313	1,660 0	bundles 695	1,059 0	bundles 1,551	3,083 0
Beverage of kinds ...	cases 16	413 0	cases 11	16 0	cases 2	80 0	cases 5	120 0	cases 4	175 0
Beche-de-mer ...	cwt. 50 0 0	500 0	cwt. 77 1 0	1,170 0	cwt. 134 0 0	2,899 0	cwt. 62 0 0	1,320 0	cwt. 1 2 0	40 0
Bones, cattle ...	.. 775 0 0	2,030 0	.. 220 0 0	312 0	.. 243 0 0	308 0	.. 77 0 0	150 0	.. 366 0 0	917 0
Boxes and trunks ...	No. 12	64 0	No. 69	2,134 0	No. 12	116 0	No. 16	174 0	No. 26	186 0
Chillies ...	cwt. 72 0 0	1,175 0	cwt. 242 2 0	2,217 0	cwt. 167 2 0	2,010 0	cwt. 790 2 0	9,876 10	cwt. 143 2 0	2,127 0
Cocoanuts ...	—	—	No. 1,300	40 0	No. 1,700	51 0	No. 1,200	41 0	No. 3,125	134 50
Copperah ...	cwt. 2,643 0 0	22,022 0	—	—	cwt. 17,932 0 0	155,442 0	cwt. 10,726 0 0	76,808 0	cwt. 5,930 0 0	41,461 0
Cotton goods ...	bundles 144	23,854 0	bundles 146	24,040 0	bundles 108	19,070 0	bundles 127	16,536 0	bundles 180	30,584 0
Curry stuffs ...	cwt. 138 0 0	861 50	cwt. 41 0 0	452 44	cwt. 20 0 0	104 36	cwt. 41 2 0	421 0	cwt. 56 0 0	530 0
Fish, dried and salted...	.. 14,125 3 0	147,690 0	.. 17,228 1 0	161,496 0	.. 20,221 0 0	195,697 0	.. 14,498 1 0	142,387 0	.. 17,321 2 9	163,854 75
Ghee	gals. 814	3,315 60	gals. 1,416	5,007 50	gals. 1,908	7,186 0	gals. 1,119	5,270 0	gals. 896	3,377 75
Hides and skins ...	bundles 150	4,400 0	bundles 80	2,414 0	bundles 152	9,338 50	bundles 1,029	13,609 0	bundles 291	14,072 0
Horns of kinds ...	cwt. 328 0 0	6,169 50	cwt. 203 0 0	3,544 0	cwt. 272 2 27	10,305 0	cwt. 256 2 0	7,062 25	cwt. 215 1 10	10,172 50
Grain, Gram ...	bus. 585	2,046 0	bus. 7	21 0	bus. 26	20 0	—	—	bus. 314	858 0
Paddy ...	.. 1,234	1,847 30	.. 346	223 0	.. 20	31 0	bus. 5	5 0	.. 11,115	13,429 69
Rice ...	.. 2,338	7,192 50	.. 651	1,950 50	.. 531	1,516 50	.. 358	888 0	.. 1,271	3,746 0
All other grains ...	.. 2½	12 0	.. 315	920 0	.. 250	960 0	.. 91	270 0	.. 18	39 0
Jaggery ...	cwt. 610 0 0	3,195 0	cwt. 726 1 0	3,603 75	cwt 738 0 7	3,707 50	cwt. 850 2 0	4,038 50	cwt. 756 2 0	3,363 50
Lime or chunam ..	bus. 2,562	328 35	bus. 9,279	1,181 53	bus. 5,446	595 74	bus. 3,390	409 67	bus. 4,451	780 56
Live stock ...	No. 72	180 50	No. 39	553 0	No. 358	870 0	No. 235	361 0	No. 125	510 0
Oils of kinds ...	gals. 86	149 0	gals. 205	369 50	gals. 520	602 50	gals. 341	406 0	gals. 502	555 50
Metals ...	cwt. 9 2 20	195 0	cwt 22 2 0	486 75	cwt 22 1 16	868 0	cwt. 34 3 0	633 0	cwt. 43 3 0	2,023 0
Onions ...	.. 43 2 0	135 0	.. 35 0 0	330 0	.. 36 0 0	58 0	.. 12 0 0	92 0	.. 64 0 0	346 0
Poonac ...	.. 77 2 0	171 0	.. 284 0 0	567 74	.. 11 0 0	36 50	.. 3 0 0	10 0	.. 63 0 0	173 0
Salt ...	—	—	—	—	—	—	—	—	—	—
Tobacco ...	.. 9,255 3 0	191,635 25	.. 10,698 2 14	199,927 50	.. 13,198 0 0	216,443 0	.. 9,642 1 0	179,113 0	.. 9,891 2 0	196,591 50
Do. cigars ...	boxes 1,249	254,375 0	boxes 1,235	193,480 0	boxes 1,312	202,011 0	boxes 1,437	276,336 0	boxes 1,785	428,710 0
Tortoiseshells ...	bundles 6	500 0	—	—	—	—	—	—	—	—
Southern Province.										
Arappo ...	—	—	—	—	—	—	—	—	—	—
Arecanuts ...	—	—	—	—	—	—	—	—	—	—
Bags, baskets, and mats ...	—	—	bundles 2	2 0	bundles 6	21 0	bundles 2	6 0	bundles 27	56 0
Beverage of kinds ...	—	—	—	—	—	—	—	—	—	—
Beche-de-mer ...	—	—	—	—	—	—	—	—	—	—
Bones, cattle ...	cwt. 300 0 0	600 0	cwt. 42 2 0	250 0	cwt. 166 0 0	415 0	cwt. 94 2 0	494 0	cwt. 360 1 0	2,114 0
Boxes and trunks ...	—	—	—	—	—	—	—	—	—	—
Chillies ...	.. 140 0 3	865 50	.. 26 2 0	247 0	.. 47 3 0	567 0	.. 27 0 0	435 0	.. 33 2 0	831 0
Cocoanuts ...	—	—	—	—	—	—	—	—	—	—

No. 50 c.—*Continued.*

Description of Articles.	1885. Quantity.	1885. Value.	1886. Quantity.	1886. Value.	1887. Quantity.	1887. Value.	1888. Quantity.	1888. Value.	1889. Quantity.	1889. Value.
SOUTHERN PROVINCE—*contd.*		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Copperah	cwt. 800 0 0	6,450 0	—	—	—	—	—	—	—	—
Cotton goods	bundles 4	400 0	—	—	bundles 1	100 0	bundles 6	1,250 0	bundles 7	410 0
Curry stuffs	—	—	—	—	—	—	cwt. 1 0 0	5 0	cwt. 9 0 0	67 0
Fish, dried and salted	cwt. 727 0 0	5,795 0	cwt. 3,330 0 0	21,382 50	cwt. 5,038 0 0	28,805 0	" 2,480 2 0	16,956 0	" 2,371 2 0	13,547 50
Ghee	—	—	gals. 3½	55 0	gals. 9	36 0	gals. 4½	18 0	gals. 6	24 0
Hides and skins	—	—	—	—	—	—	bundles 2	38 50	—	—
Horns of kinds	—	—	—	—	—	—	—	—	—	—
Grain, Gram	—	—	—	—	—	—	—	—	—	—
Paddy	—	—	—	—	—	—	—	—	bus. 6	7 50
Rice	—	—	—	—	—	—	—	—	" 385	1,232 0
All other grains	—	—	—	—	—	—	—	—	—	—
Jaggery	—	—	cwt. 5 2 0	46 0	cwt. 12 2 0	55 0	cwt. 2 0 0	8 0	cwt. 4 0 0	34 0
Lime or chunam	—	—	—	—	—	—	—	—	—	—
Live stock	—	—	—	—	No. 44	132 0	No. 28	57 0	No. 6	19 0
Oils of kinds	—	—	—	—	gals. 10	20 0	—	—	—	—
Metals	—	—	—	—	—	—	—	—	cwt. 1 0 0	10 0
Onions	—	—	—	—	—	—	cwt. 15 0 0	45 0	" 2 0 0	4 0
Poonac	—	—	—	—	—	—	" 20 0 0	136 0	—	—
Salt	—	—	—	—	—	—	" 1,100 0 0	2,596 0	—	—
Tobacco	cwt. 12,548 0 0	143,902 50	cwt. 4,613 0 0	134,622 25	cwt. 7,710 3 14	164,769 50	" 5,873 2 0	131,801 0	cwt. 5,981 2 6	159,672 50
Do. cigars	boxes 197	29,900 0	boxes 199	35,300 0	boxes 224	36,005 0	boxes 270	53,600 0	boxes 299	72,035 0
Tortoiseshells	—	—	—	—	—	—	—	—	—	—

Customs, Jaffna, September 12, 1890.

W. G. HAINES,
Collector.

No. 50 D.—D—Statement showing the highest Importation of the several Articles enumerated below that has taken place in any of the Ten years from 1880 to 1889.

Description of Articles.	Year.	Quantity.		Value. Rs.	c.
Arrack	1889	gallons	16,430	88,790	89
Arecanuts	1882	cwt.	7,858 0 0	79,690	0
Bags, baskets, and mats	1888	bundles	3,573	2,257	25
Beeswax	1887	cwt.	63 0 0	1,190	20
Beverage of kinds	1886	gallons	5,344	22,876	16
Chanks, Live	1886	No.	1,057,690	45,177	60
Dead	1888	„	1,010,100	39,795	0
Chillies	1889	cwt.	549 0 0	6,364	0
Cocoanuts	1885	No.	356,420	14,292	64
Coffee	1882	cwt.	137 0 0	1,621	0
Coir yarn	1882	„	1,203 0 0	4,301	0
Copperah	1887	„	8,019 0 0	55,475	0
Cotton Goods	1886	bundles	2,392	238,107	80
Thread	1881	cwt.	121 3 0	436	12
Curry stuffs	1884	„	4,120 2 0	18,728	90
Dammar	1884	„	169 2 0	587	0
Earthenware	1880	No.	70,980	338	25
Fish, dried and salted	1889	cwt.	3,149 0 0	1,504	10
Furniture	1887	No.	21,490	9,622	20
Ghee	1887	gallons	574	1,827	30
Grain, Paddy	1883	bushels	342,774	341,384	18
Rice	1887	„	21,311	71,983	12
All other grain	1889	„	12,529	17,852	0
Hides and skins	1889	bundles	103	2,784	50
Horns	1889	cwt.	102 0 0	2,575	10
Jaggery	1887	„	341 0 0	1,266	11
Live stock	1888	No.	162	1,177	0
Metals	1884	cwt.	5,504 1 0	7,851	19
Oils of kinds	1889	gallons	13,025	15,925	26
Onions	1889	cwt.	662 0 0	2,525	0
Seed, gingelly	1887	bushels	60,485	15,983	50
Sugar	1888	cwt.	628 0 0	8,264	25
Timber	1883	No.	8,597	5,655	30
Tobacco	1887	cwt.	6,909 0 0	1,131,957	60
Cigars	1880	boxes	113	14,317	0
Salt	1887	cwt.	26,314 0 0	59,748	30
All other imports	1883		—	1,170,974	44

W. G. HAINES,
for Collector.

No. 50 E.—E—Statement showing the Coastwise Imports into the Ports of the Jaffna Districts from the Western and Southern Provinces for the Two years 1888 and 1889; also the total and average of each Article for the Two years.

Description of Articles.	Western Province.				Southern Province.				Total for the Two years.		Average Annual Importation.	
	1888.		1889.		1888.		1889.					
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Alum	casks 11	115 0	casks 4	50 0	—	—	—	—	casks 15	165 0	casks 7½	82 50
Apparel, wearing	cases 21	889 0	cases 13	78 0	—	—	case 1	50 0	cases 35	1,017 0	cases 17½	508 50
Arms and Ammunition :												
Guns...	„ 33	1,590 0	„ 3	90 0	—	—	—	—	„ 36	1,680 0	„ 18	840 0
Gunpowder	kegs 94	1,719 0	kegs 67	1,421 0	—	—	—	—	kegs 161	3,140 0	kegs 80½	1,570 0
Shots	parcels 20	157 0	parcels 42	152 0	—	—	—	—	parcels 62	309 0	parcels 31	154 50
Fuse	kegs 3	35 0	kegs 2	20 0	—	—	—	—	kegs 5	55 0	kegs 2½	27 50
Arrack	gallons 5,624	14,308 0	gallons 4,190	17,160 0	—	—	—	—	gallons 9,814	31,468 0	gallons 4,907	15,734 0
Arecanuts	cwt. 5,117 2 0	49,473 50	cwt. 5,440 2 0	47,399 0	cwt. 63 0 0	630 0	cwt. 1 0 0	10 0	cwt. 10,622 0 0	97,512 50	cwt. 5,311 0 0	48,756 25
Benjamine	bags 2	40 0	bag 1	15 0	—	—	—	—	bags 3	55 0	bags 1½	27 50
Beverage of kinds	cases 872	18,286 50	cases 885	15,941 0	cases 29	1,277 0	cases 14	1,680 0	cases 1,800	37,184 50	cases 900	18,592 25
Biscuits	—	—	„ 2	25 0	—	—	—	—	„ 2	25 0	„ 1	12 50
Books printed	cases 37	880 0	cases 50	615 0	—	—	—	—	„ 87	1,495 0	„ 43½	747 50
Bricks and tiles	No. 114,050	1,209 50	No. 35,900	437 0	—	—	No. 1,000	50 0	No. 150,950	1,696 50	No. 75,475	848 25
Camphor	cwt. 23 2 3	220 0	cwt. 16 0 0	435 0	—	—	—	—	cwt. 39 2 3	655 0	cwt. 19 3 1½	327 50
Candles	boxes 18	210 0	boxes 8	75 0	—	—	—	—	cases 26	285 0	cases 13	142 50
Cases, empty	No. 1,160	1,588 25	No. 1,747	1,833 0	No. 145	138 0	No. 136	165 0	No. 3,188	3,724 25	No. 1,594	1,862 12
Carts and carriages	„ 6	640 0	„ 14	1,720 0	—	—	„ 1	400 0	„ 21	2,760 0	„ 10½	1,380 0
Cement	barrels 2,009	20,412 0	barrels 1,277	11,897 0	—	—	—	—	barrels 3,286	32,309 0	barrels 1,643	16,154 50
Chalk	—	—	cases 4	27 0	—	—	—	—	cases 4	27 0	cases 2	13 50
Cinnamon	bags 13	129 0	bags 10	65 0	—	—	bag 1	20 0	bags 24	214 0	bags 12	107 0
Coffee	„ 34	601 0	„ 38	565 0	—	—	—	—	„ 72	1,166 0	„ 36	583 0
Coir	cwt. 244 2 0	1,175 50	cwt. 119 3 0	396 0	cwt. 9 0 0	92 0	—	—	cwt. 373 1 0	1,663 50	cwt. 186 2 14	831 75
Cotton goods	bales 756	239,179 0	bales 740	159,373 0	bales 12	841 0	—	—	bales 1,508	399,393 0	bales 754	199,696 50
Crackers	cases 30	604 0	cases 25	565 0	—	—	—	—	cases 55	1,169 0	cases 27½	584 50
Crockery and glassware	„ 124	4,015 0	„ 134	3,595 0	—	—	—	—	„ 258	7,610 0	„ 129	3,805 0
Curry stuffs	cwt. 1,358 3 0	7,077 0	cwt. 1,020 2 0	6,916 0	cwt. 88 0 0	2,005 0	cwt. 24 2 0	230 0	cwt. 2,491 3 0	16,228 0	cwt. 1,245 3 14	8,114 0
Cutch	„ 10 0 0	95 0	„ 10 2 0	70 0	—	—	—	—	„ 20 2 0	165 0	„ 10 1 0	82 50
Dammar	„ 27 0 0	210 0	„ 2 0 0	9 0	cwt. 2 0 0	20 0	—	—	„ 31 0 0	239 0	„ 15 2 0	119 50
Dates	—	—	„ 2 2 0	42 0	—	—	—	—	„ 2 2 0	42 0	„ 1 1 0	21 0
Earthen and stoneware	No. 637	1,307 35	No. 8	13 0	No. 261	227 0	—	—	No. 906	1,547 35	No. 453	773 67
Fish, dried and salted	cwt. 2 0 0	40 0	cwt. 3 0 0	20 0	—	—	cwt. 1 0 0	20 0	cwt. 6 0 0	80 0	cwt. 3 0 0	40 0
Furniture	pkgs. 722	4,136 0	pkgs. 828	3,405 0	pkgs. 25	125 0	pkgs. 32	700 0	pkgs. 1,607	8,366 0	pkgs. 803½	4,183 0
Grain, Gram	bhls. 713	8,921 0	bhls. 1,353	4,770 0	—	—	bhls. 125	250 0	bhls. 2,191	13,941 0	bhls. 1,095½	6,970 50
Paddy	„ 23	70 0	„ 25	48 0	—	—	—	—	„ 48	118 0	„ 24	59 0
Rice	„ 109	1,044 0	„ 156	577 0	—	—	bus. 75	270 0	„ 340	1,891 0	„ 170	945 50
Wheat	„ 192	1,565 0	„ 117½	565 0	—	—	„ 15	60 0	„ 324½	2,190 0	„ 162½	1,095 0
Grinding stones	—	—	No. 259	460 0	—	—	No. 128	188 0	No. 387	648 0	No. 193½	324 0
Gunnies	bdls. 319	1,381 0	bdls. 109	623 0	—	—	—	—	bdls. 428	2,004 0	bdls. 214	1,002 0
Hides and skins	„ 12	345 0	„ 14	285 0	—	—	—	—	„ 26	630 0	„ 13	315 0

Mats and baskets ...	...	bdls.	57	172	50	bdls.	101	418	0	bdls.	5	19	0	bdls.	4	155	0	bdls.	167	764	50	bdls.	83½	382	25
Matches ...	...	cases	24	470	0	cases	10	131	0	—		—		—		—		cases	34	601	0	cases	17	300	50
Medicine ...	...	,,	51	925	0	..	235	1,007	0	—		—		—		—		,,	286	1,932	0	,,	143	965	0
Merchandise	...	bdls.	650	23,210	0	bdls.	49	786	0	bdls.	24	148	50	bdls.	3	30	0	bdls.	726	24,174	50	bdls.	363	12,087	25
Metals ...	...	cwt.	1,355 1 20	6,782	55	cwt.	881 3 18	3,739	0	cwt.	5 0 0	30	0	cwt.	10 0 0	216	0	cwt.	2,252 1 10	10,767	55	cwt.	1,126 0 19	5,383	77
Musical instruments	...	cases	7	980	0	cases	11	1,065	0	—		—		—		—		cases	18	2,045	0	cases	9	1,022	0
Nets, fishing	...	bdls.	17	170	0	bdls.	18	154	0	—		—		—		—		bdls.	35	324	0	bdls.	17½	162	0
Oils of kinds	...	cases	49	151	0	cases	55	187	0	cases	5	20	0	—		—		cases	109	358	0	cases	54½	179	0
Oils, kerosine	...	,,	1,076	3,414	50	..	1,256	4,002	0	—		—		—		—		,,	2,332	7,416	50	,,	1,166	3,708	25
Oil cloth ...	...	—		—		bdls.	6	23	0	—		—		bdls.	1	5	0	bdls.	7	28	0	bdls.	3½	14	0
Onions ...	...	cwt.	10 1 16	90	60	cwt.	8 0 0	135	0	—		—		—		—		cwt.	18 1 16	225	60	cwt.	9 0 22	112	80
Paints and painting oil	...	kegs	177	1,153	0	kegs	221	968	0	—		—		—		—		kegs	398	2,121	0	kegs	199	1,060	50
Pickles ...	...	—		—		jars	4	22	0	—		—		—		—		jars	4	22	0	jars	2	11	0
Potatoes ...	...	cwt.	24 0 0	201	0	cwt.	45 0 0	345	0	—		—		—		—		cwt.	69 0 0	546	0	cwt.	34 2 0	273	0
Prints and pictures	...	—		—		box	1	10	0	—		—		—		—		box	1	10	0	box	½	5	0
Provisions	...	cases	192	1,355	50	cases	140	1,493	0	cases	3	35	0			—		cases	335	2,888	50	cases	167½	1,444	25
Rattan ...	...	—		—		bdls.	14	21	0	bdls.	23	63	0	—		—		bdls.	37	84	0	bdls.	18½	42	0
Sago ...	...	bags	25	379	52	bags	22	357	0	—		—		—		—		bags	47	736	52	bags	23½	368	26
Saltpetre ...	...	cwt.	33 1 0	375	0	cwt.	13 0 0	172	0	—		—		—		—		cwt.	46 1 0	547	0	cwt.	23 0 14	273	50
Sandalwood	..	—		—		pieces	6	21	0	—		—		—		—		pieces	6	21	0	pieces	3	10	50
Slates ...	...	cases	4	40	0	cases	17	85	0	—		—		—		—		cases	21	125	0	cases	10½	62	50
Soap ...	..	..	1	15	0	..	1	10	0	—		—		—		—		..	2	25	0	..	1	12	0
Soda ...	...	—		—		..	30	365	0	—		—		—		—		..	30	365	0	,,	15	182	50
Specie ...	...	cases	30	129,000	0	..	14	8,000	0	case	1	1,500	0	cases	2	10,000	0	..	47	148,500	0	,,	23½	74,250	0
Sulphur ...	...	—		—		cwt.	12 0 0	145	0	—		—		—		—		cwt.	12 0 0	145	0	cwt.	6 0 0	72	50
Sugar ...	...	cwt.	520 0 0	7,398	0	..	344 0 12	4,402	0	—		—		—		—		,,	864 0 12	11,800	0	,,	432 0 6	5,900	0
Sugarcandy	...	..	63 3 0	975	0	..	33 0 0	625	0	—		—		—		—		,,	96 3 0	1,600	0	,,	48 1 14	800	0
Sundries ...	...	cases	750	13,905	0	cases	1,465	12,412	0	cases	31	244	50	cases	91	3,562	0	cases	2,337	30,123	50	cases	1,168½	15,061	75
Stationery	...	,,	112	2,861	0	..	119	6,064	0	—		—		—		—		,,	231	8,925	0	,,	115½	4,462	50
Tar ...	...	bar.	30	438	0	bar.	222	1,666	0	—		—		—		—		bar.	252	2,104	0	bar.	126	1,052	0
Tea ...	...	cases	13	324	0	cases	46	941	0	—		—		—		—		cases	59	1,265	0	cases	29½	632	50
Tobacco ...	...	cwt.	636 2 0	2,980	0	cwt.	83 0 21	813	0	cwt.	4 0 0	50	0	cwt.	5 0 0	115	0	cwt.	728 2 21	3,958	0	cwt.	364 1 10½	1,979	0
Tobacco, cigars	...	boxes	8	155	0	boxes	2	240	0	box	1	50	0	—		—		boxes	11	445	0	boxes	5½	222	50
Toys ...	..	—		—		case	1	11	0	—		—		—		—		case	1	11	0	case	½	5	50
Turpentine	...	—		—		tins	24	155	0	—		—		tins	4	40	0	tins	28	195	0	tins	14	97	50
Twine ...	...	pkgs.	18	110	0	pkgs.	14	81	0	—		—		—		—		pkgs.	32	191	0	pkgs.	16	95	50
Umbrellas	...	—		—		bdls.	42	281	0	—		—		—		—		bdls.	42	281	0	bdls.	21	140	50
Woods of sorts	..	No.	513	1,821	0	No.	640	1,422	4	No.	472	294	0	No.	17	17	0	No.	1,642	3,554	4	No.	821	1,777	2
Zinc buckets	...	—		—		pkgs.	28	154	0	—		—		—		—		pkgs.	28	154	0	pkgs.	14	77	0

No. 50 F.—F—Statement showing the Coastwise Imports into the Port of Mannár from the Western and Southern Provinces, for the Two Years 1888 and 1889; also the Total and Average of each Article for the Two Years.

Description of Articles.	Western Province.				Southern Province.				Total for the Two years.		Average Annual Importation.	
	1888.		1889.		1888.		1889.					
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Arecanut	cwt. 270 0 0	2,891 0	cwt. 256 0 0	3,703 0	cwt. 4 0 0	30 0	cwt. 1 0 0	10 0	cwt. 531 0 0	6,634 0	cwt. 265 2 0	3,317 0
Arrack	gal. 1,650	7,391 0	gal. 4,846	16,624 0	—	—	—	—	gal. 6,496	24,015 0	gal. 3,248	12,007 50
Bags, baskets, and mats	bdls. 6	50 0	bdls. 14	95 0	—	—	—	—	bdls. 20	145 0	bdls. 10	72 50
Betel leaves	,, 2	7 0	,, 2	20 0	—	—	—	—	,, 4	27 0	,, 2	13 50
Beverage	cases 17	370 0	cases 39	1,330 0	—	—	—	—	cases 56	1,700 0	cases 28	850 0
Biscuits	box 1	10 0	boxes 4	47 0	—	—	—	—	boxes 5	57 0	boxes 3	28 50
Boxes	No. 49	573 0	No. 119	770 0	—	—	—	—	No. 168	1,343 0	No. 84	671 50
Bricks and tiles	,, 16,000	175 0	,, 14,000	77 0	—	—	—	—	,, 30,000	252 0	,, 15,000	126 0
Cadjans	,, 600	7 0	—	—	—	—	—	—	,, 600	7 0	,, 300	3 50
Candles	box 1	60 0	—	—	—	—	—	—	box 1	60 0	box 1	30 0
Canoes	No. 2	15 0	No. 4	35 0	—	—	—	—	No. 6	50 0	No. 3	25 0
Casks and barrels	,, 3	20 0	,, 5	14 0	—	—	—	—	,, 8	34 0	,, 4	17 0
Chillies	cwt. 18 0 0	165 0	cwt. 14 0 0	200 0	—	—	—	—	cwt. 32 0 0	365 0	cwt. 16 0 0	182 50
Cinnamon	,, 0 1 0	5 0	,, 0 1 0	2 0	—	—	—	—	,, 0 2 0	7 0	,, 0 1 0	3 50
Cocoanuts	No. 35,700	1,088 0	No. 48,960	1,505 0	—	—	—	—	No. 84,660	2,593 0	No. 42,330	1,296 50
Coffee	cwt. 2 0 0	60 0	cwt. 3 0 0	110 0	—	—	—	—	cwt. 5 0 0	170 0	cwt. 2 2 0	85 0
Coir yarn and rope	,, 103 0 0	519 0	,, 175 0 0	1,168 0	cwt. 5 0 0	30 0	—	—	,, 283 0 0	1,717 0	,, 141 2 0	858 50
Copperah	,, 202 0 0	1,528 0	,, 130 0 0	920 0	—	—	—	—	,, 332 0 0	2,448 0	,, 166 0 0	1,224 0
Cotton goods	bdls. 46	8,928 0	bdls. 42	8,030 0	—	—	—	—	bdls. 88	16,958 0	bdls. 44	8,479 0
Crackers	boxes 13	191 0	boxes 11	240 0	—	—	—	—	boxes 24	431 0	boxes 12	215 50
Crockery	,, 14	303 0	,, 18	691 0	—	—	—	—	,, 32	994 0	,, 16	497 0
Curry stuffs	cwt. 98 0 0	1,003 0	cwt. 99 0 0	1,353 0	—	—	—	—	cwt. 197 0 0	2,356 0	cwt. 98 2 0	1,178 0
Cutch	,, 12 0 0	160 0	,, 15 0 0	87 0	—	—	—	—	,, 27 0 0	247 0	,, 13 2 0	123 50
Dammar	,, 9 0 0	65 0	,, 15 0 0	82 0	—	—	cwt. 1 0 0	5 0	,, 25 0 0	152 0	,, 12 2 0	76 0
Date	,, 29 0 0	205 0	,, 17 0 0	310 0	—	—	—	—	,, 46 0 0	515 0	,, 23 0 0	257 50
Earthenware	No. 400	16 0	No. 975	42 0	—	—	—	—	No. 1,375	58 0	No. 687	29 0
Empty jars	,, 98	152 0	,, 16	26 0	—	—	—	—	,, 114	178 0	,, 57	89 0
Fish, Maldive	—	—	cwt. 0 2 0	14 0	—	—	—	—	cwt. 0 2 0	14 0	cwt. 0 1 0	7 0
Fish, fins	cwt. 6 0 0	159 0	,, 2 0 0	30 0	—	—	—	—	,, 8 0 0	189 0	,, 4 0 0	94 50
Fish bones	,, 5 0 0	10 0	—	—	—	—	—	—	,, 5 0 0	10 0	,, 2 0 0	5 0
Fruits and vegetables—Brinjal ...	No. 1,200	6 0	No. 500	10 0	—	—	—	—	No. 1,700	16 0	No. 850	8 0
Grapes	cwt. 0 1 0	5 0	—	—	—	—	—	—	cwt. 0 1 0	5 0	cwt. 0 0 14	2 50
Jak	No. 60	10 0	No. 10	5 0	—	—	—	—	No. 70	15 0	No. 35	7 50
Mangoes	,, 2,000	10 0	,, 200	2 0	—	—	—	—	,, 2,200	12 0	,, 1,100	6 0
Oranges and lime	,, 950	12 0	,, 500	22 0	—	—	—	—	,, 1,450	34 0	,, 725	17 0
Plantains	bunches 257	74 0	bunches 686	152 0	—	—	—	—	bunches 943	226 0	bunches 471	113 0
Pineapples	No. 200	5 0	—	—	—	—	—	—	No. 200	5 0	No. 100	2 50
Pumpkins	,, 130	12 50	—	—	—	—	—	—	,, 130	12 50	,, 65	6 25
Furniture...	,, 59	297 0	No. 127	556 0	—	—	—	—	,, 186	853 0	,, 93	426 50
Ginger	cwt. 1 1 0	8 0	cwt. 2 0 0	52 0	—	—	—	—	cwt. 3 1 0	60 0	cwt. 1 2 14	30 0

Glassware ...	box	1	10	0	boxes	4	123	0	—		—		—		—		boxes	5	133	0	boxes	3	66	50
Goraka ...	cwt.	39 0 0	120	0	cwt.	79 0 0	230	0	cwt. 70 0 0		196	0	cwt. 46 0 0		141	0	cwt.	234 0 0	687	0	cwt.	117 0 0	343	50
Grain—Gingelly ...	bush.	75	188	0	bush.	33	78	0	—		—		—		—		bush.	108	266	0	bush.	54	133	0
Gram ...	,,	96	305	0	,,	307	827	0	—		—		—		—		,,	403	1,132	0	,,	202	566	0
Rice ...	,,	503	1,616	0	,,	177	610	0	—		—		—		—		,,	680	2,226	0	,,	340	1,113	0
Wheat ...	,,	1	5	0	,,	8	40	0	—		—		—		—		,,	9	45	0	,,	5	22	50
Gunnies ...	bdls.	51	700	0	bdls.	2	10	0	—		—		—		—		bdls.	53	710	0	bdls.	26	355	0
Gunpowder ...	cwt.	0 2 0	40	0	cwt.	1 1 0	80	0	—		—		—		—		cwt.	1 3 0	120	0	cwt.	0 3 14	60	0
Gun shots ...	,,	2 0	15	0	,,	1 0 0	22	0	—		—		—		—		,,	1 2 0	37	0	,,	0 3 0	18	50
Matches ...	boxes	2	10	0		—	—		—		—		—		—		boxes	2	10	0	box	1	5	0
Medicinal drugs ...	cwt.	5 0 0	50	0	cwt.	5 0 0	59	0	—		—		—		—		cwt.	10 0 0	109	0	cwt.	5	54	50
Metal—Brass ...		—	—		,,	1 0 0	70	0	—		—		—		—		,,	1 0 0	70	0	,,	0 2 0	35	0
Iron ...	cwt.	7 0 0	64	0	,,	21 0 0	153	0	—		—		—		—		,,	28 0 0	217	0	,,	14 0 0	108	50
Tin ...	bdls.	4	17	0	bdls.	2	27	0	—		—		—		—		bdls.	6	44	0	bdls.	3	22	0
Nets ...	,,	65	1,160	0	,,	62	964	0	—		—		—		—		,,	127	2,124	0	,,	63	1,062	0
Oil—Kerosine ...	gal.	144	79	0	gal.	264	172	0	—		—		—		—		gal.	408	251	0	gal.	204	125	50
Coccanut ...	,,	15	22	0	,,	85	105	0	—		—		—		—		,,	100	127	0	,,	50	63	50
Castor ...	,,	5	10	0	,,	5	10	0	—		—		—		—		,,	10	20	0	,,	5	10	0
Onion ...	cwt.	26 0 0	170	0	cwt.	22 0 0	135	0	—		—		—		—		cwt.	48 0 0	305	0	cwt.	24 0 0	152	50
Potatoe ...	cwt.	1 1 0	7	0	cwt.	3 0 0	15	0	—		—		—		—		cwt.	4 1 0	22	0	cwt	2 0 14	11	0
Rattan ...	bdls.	2	1	0	bdls.	2	8	0	—		—		—		—		bdls.	4	9	0	bdls.	2	4	50
Sago ...	cwt.	0 1 0	5	0	cwt.	2 0 0	22	0	—		—		—		—		cwt.	2 1 0	27	0	cwt.	1 0 14	13	50
Saltpetre ...	,,	3 0 0	55	0	,,	1 0 0	20	0	—		—		—		—		,,	4 0 0	75	0	,,	2 0 0	37	50
Stones ...	No.	61	105	0	No.	7	18	0	—		—		—		—		No.	68	123	0	No.	34	61	50
Sulphur ...	cwt	1 0 0	20	0		—	—		—		—		—		—		cwt.	1 0 0	20	0	cwt.	0 2 0	10	0
Sugar ...	,,	61 0 0	795	0	cwt.	71 0 0	1,158	0	—		—		—		—		,,	132 0 0	1,953	0	,,	66 0 0	976	50
Sugar candy ...	,,	6 0 0	115	0	,,	6 0 0	140	0	—		—		—		—		,,	12 0 0	255	0	,,	6 0 0	127	50
Sugarcane ...	bdls.	5	6	0		—	—		—		—		—		—		bdls.	5	6	0	bdls.	3	3	0
Sundries ...	bag & bdl.	63	329	0	bdls.	79	2,253	0	—		—		—		—		,,	142	2,582	0	,,	71	1,291	0
Tamarind ...	cwt.	13 0 0	65	0	cwt.	23 0 0	89	0	—		—		—		—		cwt.	36 0 0	154	0	cwt.	18 0 0	77	0
Tea ...	boxes	2	30	0	box	1	55	0	—		—		—		—		boxes	3	85	0	boxes	2	42	50
Timber—Logs ...	No.	80	144	50	No.	2	2	0	—		—		—		—		No.	82	146	50	No.	41	73	25
Planks ...	,,	54	150	0	,,	25	46	0	—		—		—		—		,,	79	196	0	,,	39	98	0
Tobacco ...		—	—		cwt.	11 0 0	110	0	—		—		—		—		cwt.	11 0 0	110	0	cwt.	5 2 0	55	0
Tobacco, cigars ...	boxes	3	55	0		—	—		—		—		—		—		boxes	3	55	0	boxes	2	27	50
Tools ...	No.	42	21	0	No.	4	2	0	—		—		—		—		No.	46	23	0	No.	23	11	50
Tubs ...	,,	51	106	0	,,	38	92	0	No. 160		856	0	No. 142		710	0	,,	391	1,764	0	,,	195	882	0
Umbrellas ...	bdl.	1	10	0	bdls.	13	146	0	—		—		—		—		bdls.	14	156	0	bdls.	7	78	0
Total ...			33,166	0			46,215	0			1,112	0			866	0			81,359	0			40,679	50

Customs, Mannar, October 15, 1890

C. AROOMOOGAM,
Sub-Collector.

No. 50 G.—G—Statement showing the Coastwise Imports into the Port of Pesalai from the Western Province for the Two years 1888 and 1889; also the total and average of each Article for the Two years.

Description of Article.	Western Province. 1888. Quantity.	Western Province. 1888. Value.	Western Province. 1889. Quantity.	Western Province. 1889. Value.	Total for the Two years. Quantity.	Total for the Two years. Value.	Average Annual Importation. Quantity.	Average Annual Importation. Value.
		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Arrack	casks 34	3,400 0	casks 28	2,800 0	casks 62	6,200 0	casks 31	3,100 0
Arecanuts	bags 127	1,270 0	bags 153	1,532 0	bags 280	2,802 0	bags 140	1,401 0
Coir yarn	bundles 8	18 0	bundles 10	23 0	bundles 18	41 0	bundles 9	20 50
Cotton goods ...	" 13	5,595 0	" 16	5,816 0	" 29	11,411 0	" 14½	5,705 50
Crockery and glassware ...	box 1	20 0	boxes 3	180 0	boxes 4	200 0	boxes 2	100 0
Curry stuffs ...	cwt. 45 2 0	447 0	cwt. 47 3 0	590 0	cwt. 93 1 0	1,037 0	cwt. 46 2 14	518 50
Furnitures ...	No. 43	101 0	No. 31	171 0	No. 74	272 0	No. 37	136 0
Grain, gram ...	bags 38	338 0	bags 53	450 0	bags 91	788 0	bags 45½	394 0
Rice	" 15	130 0	" 10	80 0	" 25	210 0	" 12½	105 0
Gunnies	bundles 2	10 0	—	—	bundles 2	10 0	bundles 1	5 0
Mats and baskets ...	" 6	30 0	bundles 4	15 0	" 10	45 0	" 5	22 50
Oils of kind ...	gallons 20	20 0	gallons 53	53 0	gallons 73	73 0	gallons 36½	36 50
Planks	—	—	No. 20	24 0	No. 20	24 0	No. 10	12 0
Sugar and candy ...	cwt. 24 2 0	320 0	cwt. 27 0 0	455 0	cwt. 51 2 0	775 0	cwt. 25 3 0	387 50
Sundries	packages 19	264 0	packages 35	704 0	packages 54	968 0	packages 27	484 0
Tiles of clay ...	No. 20,000	200 0	—	—	No. 20,000	200 0	No. 10,000	100 0

Customs, Pesalai,
October 15, 1890.

T. A. TISSAWERASINGHE,
Sub-Collector.

No. 50 H.—H—Statement showing the Coastwise Imports into the Port of Vankalai from the Western Province for the Two years 1888 and 1889; also the total and average of each Article for the Two years.

Description of Articles.	Western Province. 1888. Quantity.	Western Province. 1888. Value.	Western Province. 1889. Quantity.	Western Province. 1889. Value.	Total for the Two years. Quantity.	Total for the Two years. Value.	Average Annual Importation. Quantity.	Average Annual Importation. Value.
		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Arecanuts	bags 15	159 0	bags 5	50 0	bags 20	209 0	bags 10	104 50
Boats and canoes ...	—	—	No. 1	20 0	No. 1	20 0	No ½	10 0
Cadjans	—	—	bundles 132	33 0	bundles 132	33 0	bundles 66	16 50
Coir yarn	bundles 35	118 50	" 121	376 0	" 156	494 50	" 78	247 25
Cotton goods ...	" 5	120 0	" 22	1,562 0	" 27	1,682 0	" 13½	841 0
Crockery and glassware ...	box 1	30 0	boxes 2	25 0	boxes 3	55 0	box 1½	27 50
Curry stuffs ...	cwt. 14 3 0	185 0	cwt. 3 2 0	29 0	cwt. 18 1 0	214 0	cwt. 9 0 14	107 0
Furnitures ...	No. 15	101 0	No. 25	146 0	No. 40	247 0	No. 20	123 50
Grain, gram ...	bags 10	100 0	—	—	bags 10	100 0	bags 5	50 0
Rice	" 115	1,155 0	bags 71	595 0	" 186	1,750 0	" 93	875 0
Gunnies	—	—	bundles 18	125 0	bundles 18	125 0	bundles 9	62 50
Mats and baskets ...	bundles 6	54 0	" 6	44 0	" 12	98 0	" 6	49 0
Nets, fishing ...	—	—	No. 24	597 0	No. 24	597 0	No. 12	298 50
Oils of kinds ...	gallons 9	18 50	gallons 28	31 0	gallons 37	49 50	gallons 18½	24 75
Planks	—	—	No. 33	69 0	No. 33	69 0	No. 16½	34 50
Sugar and candy ...	cwt. 3 0 0	50 0	cwt. 1 1 14	33 50	cwt. 4 1 14	83 50	cwt. 2 0 21	41 75
Sundries	packages 11	162 0	packages 25	149 50	packages 36	311 50	packages 18	155 75
Tiles of clay ...	—	—	No. 15,000	90 0	No. 15,000	90 0	No. 7,500	45 0

Customs, Pesalai,
October 15, 1890.

T. A. TISSEWERASINGHE,
Sub-Collector.

No. 50 I.—I—Statement showing the Coastwise Imports into the Port of Mullaittivu from the Western and Southern Provinces for the Two years 1888 and 1889; also the Total and average of each Article for the Two years.

Description of Articles.	Western Province.				Southern Province.				Total for the Two years.		Average Annual Importation.	
	1888.		1889.		1888.		1889.					
	Quantity.	Value.	Quantity.	Value	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Arrack	casks 4	1,112 0	—	—	—	—	—	—	casks 4	1,112 0	casks 2	556 0
Bags, baskets, mats, &c. ...	bundles 5	17 50	—	—	—	—	—	—	bundles 5	17 50	bundles 2½	8 75
Boxes and trunks ...	No. 3	30 0	—	—	—	—	—	—	No. 3	30 0	No. 1½	15 0
Coir yarn ...	bundles 108	480 0	—	—	—	—	—	—	bundles 108	480 0	bundles 54	240 0
Crockery and glassware ...	case 1	10 0	—	—	—	—	—	—	case 1	10 0	case ½	5 0
Curry stuffs ...	cwt. 6 0 0	17 0	—	—	—	—	—	—	cwt. 6 0 0	17 0	cwt. 3 0 0	8 50
Earthen and stoneware ...	bundle 1	4 0	—	—	—	—	—	—	bundle 1	4 0	bundle ½	2 0
Furniture ...	No. 6	11 0	—	—	—	—	—	—	No. 6	11 0	No. 3	5 50
Metal, Brassware ...	cwt. 0 1 0	5 0	—	—	—	—	—	—	cwt. 0 1 0	5 0	cwt. 0 0 14	2 50
Iron ...	pieces 2	20 0	—	—	—	—	—	—	pieces 2	20 0	piece 1	10 0
Nets, fishing ...	bundles 10	375 0	—	—	—	—	—	—	bundles 10	375 0	bundles 5	187 50
Planks	pieces 4	5 0	—	—	—	—	—	—	pieces 4	5 0	pieces 2	2 50
Stones, grinding ...	sets 2	3 0	—	—	—	—	—	—	sets 2	3 0	set 1	1 50
All Other Imports ...	box 1 bundles 3 pieces 8	24 0	—	—	—	—	—	—	box 1 bundles 3 pieces 8	24 0	box ½ bundle 1½ pieces 4	12 0
		2.113 50		—		—		—		2.113 50		1,056 75

Customs, Mullaittivu, October 11, 1890.

J. P. LEWIS,
Assistant Collector.

No. 51.—Statement of Cargo shipped from Jaffna per ss. Lady Gordon for the Half-year ended September 8, 1890.

(Statements of Traffic per Lady Gordon handed to the Commissioners by Agent, Lady Gordon, on September 9, 1890.)

(See 45, page 2 of Evidence.)

	Colombo.	Galle.	Trincomalee.	Batticaloa.
Chillies, bundles	118	65	—	—
Cloth, bundles	43	—	24	16
Copperah, bags	2,682	—	—	—
Dry fish, bags	12	20	—	—
Hides, bundles	66	—	—	—
Horns, bundles	55	—	—	—
Jaggery, baskets	10	—	—	—
Paddy, bags	482	—	—	—
Rice, bags	—	—	37	—
Tobacco, bales	3,774	2,800	—	—
Cigars, boxes	741	170	—	1
Plantains, bunches	—	—	620	—
Betels, bundles	—	—	—	17
Miscellaneous, packages	211	12	42	20

Hambantota :—Eighty bundles fencing sticks have been shipped for Hambantota during the last six months.

No. 51 A.—Statement of Cargo landed per ss. Lady Gordon for the Half-year ended September 8, 1890.

From Colombo—	
Arrack, pipes	25
Arecanuts, bags	1,029
Shirtings, bales	344
Government stores, packages	1,105
Cement, barrels	224
Furniture, packages	271
Merchandise, cases and packages	478
Miscellaneous, packages	153

No. 51 B.—Statement of Passengers travelled by the ss. Lady Gordon during the half-year ended September 8, 1890.

	First Class Passengers	Second Class Passengers.	Deck Passengers.
To Paumben	2	—	33
Trincomalee	4	—	131
Batticaloa	4	—	28
Hambantota	—	—	4
Galle	1	—	25
Colombo	23	8	330
Total	34	8	551

No. 52.—Statement of nature of Cargo shipped per ss. Lady Gordon, and Weights.

Description of Cargo.	Weight of each Bag, &c. Cwt	qr.	lb.
Tobacco, bales	1 to 2	0	0
Horns	1	2	0
Hides	2	0	0
Chillies	2	2	0
Copperah	1	0	0
Dry fish	1	0	0
Cloth	2 to 3	0	0

Description of Cargo.	Weight of each Bag, &c. Cwt.	qrs.	lb.
Cigar, boxes	4 to 6	0	0
Jaggery	1	0	0
Paddy, bags containing 3 bushels	1	0	28
Rice, bags containing 2½ bushels	1	0	28
Poonac, gingelly	1	0	0
Orchilla weed	2	0	0
Shark fins	1	2	0

No. 52 A.—Description of Government Stores landed per ss. Lady Gordon.

Blasting powder	Baskets	Hand buckets
Dynamite	Lamp black	Varnishes in tins
Detonators	Iron nails	Steel bars
Fuses	Pitsaws	Hooks
Brushes	Cement	Drums of oil
Crowbars	Steel bars	Tins of turpentine
Locks	Iron bars	Tins paint
Mamoties	Stationery	Coal tar barrels
Hammers	Copper scales	Iron rails
Bill-hooks	Soap	Hand carts
Shovels	Tallow	Rollers
Buckets	Zinc sheets	Medicines
Pickaxes	Water tubs	Furniture, &c

No. 53.—Rates of Passengers travelling by ss. Lady Gordon

Fare from Jaffna to	Rate of Cabin Passage. Rs.	c.	Rate of Deck Passage. Rs.	c.
Paumben	15	0	1	50
Trincomalee	35	0	3	0
Batticaloa	45	0	5	0
Galle	90	0	5	0
Colombo	40	0	4	0
Do. north about	150	0	5	0
Hambantota	65	0	5	0

No. 54.—Rates of Freight on Cargo per ss. Lady Gordon.

	From Jaffna to Colombo. Rs. c.	From Jaffna to Galle. Rs. c.	From Jaffna to Hambantota. Rs. c.	From Jaffna to Batticaloa. Rs. c.	From Jaffna to Trincomalee. Rs. c.
Cloth ...	1 50	—	—	—	—
Copperah ...	0 32½	—	—	—	—
Dry fish ...	0 50	—	—	—	—
Hides ...	1 0	—	—	—	—
Horns ...	0 75	—	—	—	—
Jaggery ...	0 50	—	—	—	—
Paddy ...	0 50	—	—	—	—
Rice ...	0 50	—	—	—	—
Chillies ...	1 50	—	—	—	—
Tobacco, bales	0 62½	1 25	0 62½	0 62½	0 62½
Do. cigars...	2 75	—	—	—	—
Plantains ...	0 6	0 6	0 6	0 6	0 6
Betel ...	0 50	—	—	—	—

Jaffna, September 9, 1890.

S. K. LAWTON,
Agent, Ceylon Steamship Company, Limited.

No. 55.—Account of Cargo and Passengers shipped to Colombo and Galle by British India Steamers during the years 1886, 1887, 1888, 1889, and 1890 (January to August).

(Handed to Commissioners on September 10, 1890. See 50, page 3 of Evidence.)

	1886.	1887.	1888.	1889.	(January to August, 1890.)
Colombo :—					
No. of trips ...	7	8	25	4	17
Cigars, cases ...	194	190	396	38	199
Tobacco, bales ...	1,544	3,417	856	87	346
Copperah, bags ...	—	8,345	3,702	100	3,840
Hides, bundles ...	4	57	59	4	19
Horns, bundles ...	11	59	61	8	21
Sundries ...	33	46	219	11	174
Paddy ...	—	—	—	—	30[illegible]
Passengers ...	78	57	277	11	365
Galle :—					
No. of trips ...	7	6	16	3	2
Cigars, cases ...	54	79	116	31	—
Tobacco, bales ...	1,297	2,339	2,000	190	65
Sundries ...	—	3	124	7	6
Passengers ...	33	95	113	10	1

Jaffna, September 9, 1890.

C. P. PONNIAH,
Agent, British India Company.

No. 56.—Statement showing the Number of Passengers, and the Amount of Income realised in the Central road Mail Coach during the year 1889.

(See 59, p. 3 of Evidence.)

Month.	Passengers from Jaffna to Mátalé.			Passengers from Mátalé to Jaffna.			Passengers from Jaffna to Anurádhapura.			Passengers from Anurádhapura to Jaffna.			Passengers to the intermediate stations between Anuradhapura and Jaffna.			Remarks.
	Number of Passengers.	Amount.		Number of Passengers.	Amount.		Number of Passengers.	Amount.		Number of Passengers.	Amount.		Number of Passengers.	Amount.		
		Rs.	c.		Rs.	c.		Rs.	c.		Rs.	c.		Rs.	c.	
January	32	297	50	65	633	75	10	103	62½	6	50	0	38	209	75	The number of passengers, and income thereon, from and to Mátalé and Anurádhapura are not inserted here in this statement, and they may be ascertained from the other contractor, Mr. V. Kartiasu, at Mátalé.
February	38	395	0	44	460	0	5	35	0	7	61	0	37	76	25	
March	39	405	0	29	290	0	8	63	0	9	77	50	28	103	75	
April	43	481	25	58	575	0	2	15	0	6	49	0	37	142	62½	
May	59	587	50	39	400	0	2	15	0	4	30	0	37	160	62½	
June	44	450	0	52	536	0	4	32	50	5	38	50	44	162	12½	
July	62	684	0	28	297	50	4	40	50	7	48	50	36	138	75	
August	84	967	50	52	535	0	8	57	50	8	58	0	54	180	0	
September	88	947	50	41	432	50	5	37	50	6	45	0	36	139	12½	
October	89	979	0	49	507	50	8	56	25	4	29	0	43	151	50	
November	40	427	50	43	450	0	7	56	25	9	66	75	25	108	12½	
December	26	255	0	67	729	0	7	65	0	13	117	50	45	219	50	
Total ...	644	6,876	75	567	5,840	25	70	577	12½	84	670	75	460	1,792	12½	

Grand total number of passengers 1,825
Grand total amount of income ... ... Rs. 15,757
Grand total weight of parcels is 3,680 lb., and charge thereon ... Rs. 184
N.B.—The income for the year 1890 will not be even *half of this amount*, as three steamers touch here every week.

Jaffna, September 12, 1890.

S. ASSAIPPILLE,
Central Road Mail Coach Proprietor.

No. 57.—Toll Collections at Mirusuvil from January 1 to August 31, 1890.

(Handed to Commissioners by the present Toll Keeper, September, 1890. See Page 7, 225 of Evidence.)

Month.	Loaded Carts.	Passenger Carts.	Hackeries or Single Bullock Carts.	Two-wheeled Carts drawn by one Horse	Four-wheeled Carts drawn by one Horse	Four-wheeled Carts drawn by two Horses.	Bullocks.	Sheep and Goats.	Horses.	Tavalam Bulls.
January ...	400	109	60	28	17	7	208	307	10	—
February ...	353	110	—	11	5	3	300	262	7	—
March ...	408	88	30	6	3	2	380	172	7	—
April ...	417	39	13	3	1	2	219	187	5	—
May ...	428	39	29	13	5	3	179	118	7	—
June ...	379	47	19	4	3	2	309	29	6	3
July ...	480	52	11	13	7	—	308	—	—	—
August ...	200	43	—	5	3	—	72	93	5	—
Total for 8 months	3,065	527	162	83	44	19	1,975	1,168	47	3
Average per month	383	66	20	10	6	2	247	146	6	—
Average per day (243 days) ...	13	2	1	—	—	—	8	5	—	—

No. 58.—Probable Account of Carts which passed Mirusuvil Toll Station in 1889.

(Handed in by late Toll Renter of Mirusuvil. See 256, page 8 of Evidence.)

	Carts. No.	Amount. Rs.	c.
Carts removing tobacco from Jaffna to Matale ...	1,200	1,200	0*
Do. dried fish, cocoanuts, jaggery, onions, &c., from Jaffna to Vanni, &c. ...	1,000	1,000	0*
Do. palmyrah timber from Pachchilaippalli to Point Pedro, &c.	600	300	0
Do. tools, materials, rice, &c., from Jaffna to Vanni, &c., for Public Works Department	120	120	0*
Do. paddy and straw from Karachi to Tenmirachi and removing provisions to Karachi	100	70	0
Do. pilgrims and provisions from Jaffna to Madu and Pullavali	70	70	0*
Do. provisions from Jaffna to the mail coach establishment at Vanni ...	60	60	0*
Do. copperah and paddy from and to Pachilaipalli estates	50	50	0
Do. headmen to and from Pachchilaipalli and Karachi	100	50	0
Horse carriages going to and from estates ...	80	60	0
Bullock carts to and from estates	80	80	0*
Carts removing tobacco from Pachchilaipalli to Jaffna ...	100	70	0
Do. green leaves from Pachilaipalli to Tenmirachi	50	25	0
Do. cocoanut shells and husks from estates to Jaffna	200	140	0
Cattle passing the toll station (No. 2,000) ...	—	20	0
Miscellaneous, not included above	—	198	0
Total...	3,960	3,513	0

* These carts are calculated at Re. 1, they being taken to be loaded while going to and returning The toll rent for 1889 was Rs. 3,350.

No. 59.—Statement of Mirusuvil Toll Rent and Amounts actually collected by Renter in 1886, 1887 1888, and 1889.

(Handed in by the late Toll Renter of Mirusuvil. See 256, page 8 of Evidence.)

	1886.	1887.	1888.	1889.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Rent Amount ...	3,500 0	3,350 0	3,350 0	3,350 0
January ...	176 0	250 50	231 50	259 50
February ...	209 34	222 50	240 50	223 50
March ...	270 50	212 50	273 50	258 0
April ...	263 50	231 0	248 0	209 0
May ...	349 0	311 0	296 50	379 50
June ...	357 50	361 0	329 0	355 0
July ...	362 0	338 0	332 50	384 25
August ...	338 50	312 25	330 0	337 50
September ...	295 50	287 0	302 75	303 0
October ...	317 50	260 0	300 50	326 0
November	217 0	240 0	182 25	256 50
December ...	238 0	188 50	194 0	221 50
Total ...	3,394 34	3,214 25	3,261 0	3,513 25

No. 60.—To the Government Agent, Northern Province.

(Handed in by Government Agent, Jaffna. See 33, page 2 of Evidence.)

SIR,—I BEG to inform you that (1) Colombo bale tobacco varies from 1 to 1¼ cwt.; (2) Galle bale varies from 1½ to 1¾ cwt.; (3) Cochin, Allepey, and Quilon bales from 85 lb. to 90 lb.

T. P. OLLEGASAGREMPILLAI,
Landing Waiter.

September 8, 1890.

	1886.		1887.		1888.		1889.	
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
518 56	Boxes 192	226 15	Boxes 16	386 10	Boxes 17	508 58	Boxes 14	759 95
207 50	No. 1	150 0	No. 3	550 0	No. 2	38 0	No. 1	150 0
15 0	Cwt. 2 3 17	20 51	Cwt. 90 1 0	1,083 0	Cwt. 290 2 0	4,053 50	Cwt. 33 3 0	153 50
397 24	Bundles 69	258 23	Bundles 73	394 2	Bundles 91	449 90	Bundles 136	253 53
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
201 50	Cases 65	262 37	Cases 61	716 23	Cases 38	744 12	Cases 205	265 38
2,527 0	No. 85	3,302 6	No. 162	3,235 0	No. 54	3,117 0	No. 11	995 0
2,468 17	Cases 30	2,623 0	Cases 59	2,379 62	Cases 46	2,834 0	Cases 46	2,753 65
205 0	Pairs 481	405 72	Pairs 262	228 99	Pairs 272	257 0	Pairs 246	233 45
169 90	No. 147	375 93	No. 86	165 5	No. 497	498 15	No. 26	60 75
2,963 0	No. 586,170	12,087 75	No 286,125	3,758 0	No. 307,646	6,394 10	No. 260.898	8,330 40
2,472 70	Cwt. 68 3 19	2,888 51	Cwt. 32 2 17	1,837 37	Cwt. 48 2 18	2,182 55	Cwt. 45 3 20	2,686 18
18 50	Bundles 5	43 56	Bundles 10	60 6	Bundles 5	26 72	Bundles 4	30 75
24 0	„ 70	50 86	„ 119	54 52	„ 25	110 0	„ 6	62 64
218 0	No. 3	200 0	No. 1	30 0	No. 3	200 0	No. 4	277 86
85,689 99	Pieces 77,616 Cwt. 598 2 26	114,428 7	Pieces 94,693 Cwt. 757 2 19	123,306 93	Pieces 107.963 Cwt. 742 1 14	135,011 4	Pieces 127,990 Cwt. 839 2 4	134,293 0
25,142 73	„ 435 1 12	35,920 0	„ 304 3 16	25,331 90	„ 460 2 5	30,479 49	„ 512 0 14	28,073 73
705 27	Boxes 125	1,201 87	Boxes 199	467 77	Boxes 18	564 78	Boxes 12	569 98
37,084 30	Cwt 4,365 1 10	27,113 92	Cwt. 2,894 3 20	26,932 96	Cwt. 3,674 3 4	31,849 52	Cwt. 5,145 3 15	36,544 58
362 47	Boxes 44	398 35	Boxes 19	530 52	Boxes 9	758 49	Boxes 8	631 34
10,774 6	No. 294,941	7,914 43	No. 133,080	9,450 75	No. 343,522	9,235 51	No. 296,381	8,029 65
3,437 0	Bushels 5,244	5,231 50	Bushels 5,121	5,120 75	Bushels 4,782	4,778 50	Bushels 3,892	3,894 50
344 62	Packages 6	148 75	Packages 32	97 60	Packages 3	197 0	Packages 10	157 63
—	—	—	—	—	—	—	—	—
361,531 39	Bushels 700,407	1,050,610 62	Bus. 1,043,340	1,565,010 19	Bus. 1,148,386	1,722,578 39	Bus. 813,136	1,219,703 25
294,204 95	„ 99,337	322,845 58	„ 169,735	551,638 91	„ 155,693	506,003 6	„ 110 784	360,047 19
36,847 90	„ 5,048	16,403 87	„ 2,236	7,265 38	„ 9,318	30,286 53	„ 11,767	38,243 15
156,079 0	No. 16,515	144,221 0	No. 21,584	180,565 50	No. 18,396	134,521 75	No. 17,680	167,988 0
5,718 55	Cwt. 280 2 3	6,314 11	Cwt. 191 1 6	6,525 43	Cwt. 137 1 1	5,433 33	Cwt. 169 3 9	4,320 16
1,734 9	Bundles 270	3,591 62	Bundles 1,175	2,855 74	Bundles 328	2,158 25	Bundles 671	1,958 30
3,650 93	Cwt. 175 3 6	4,120 98	Cwt. 103 2 20	6,762 17	Cwt. 55 3 3	3,665 55	Cwt. 39 0 22	2,616 81
3,867 77	Gals. 6,399	6,953 11	Gals. 3.256	3,015 50	Gals 2,950¾	3,306 78	Gals. 914	995 36
—	—	—	—	—	—	—	—	—
255 0	Bundles 11	412 20	Bundles 554	90,547 0	Bundles 4	49 50	Bundles 2	10 0
7,986 86	Pieces 1,012	5,626 14	Pieces 1,093	7,094 85	Pieces 1,139	7,507. 4	Pieces 1,070	7,189 98
51 25	Gals. 18⅜	141 25	Gals. 3	1 25	Gals 53	400 0	Gals. ⅝	6 25
1,595 35	Cwt. 89 0 6	2,671 61	Cwt. 74 1 18	2,232 32	Cwt. 93 2 27	2,812 22	Cwt. 77 0 2	2,310 53
11,556 30	„ 915 1 1	13,728 88	„ 816 2 23	12,250 58	„ 712 2 20	10,690 17	„ 953 3 17	14,308 54
1,991 23	„ 0 2 26	1,233 75	„ 2 2 17	4,458 75	„ 1 3 8	3,060 0	„ 0 1 20¼	723 95
467 4	„ 32 2 9	1,140 32	„ 25 3 5	902 65	„ 7 1 26	261 61	„ 17 2 27	620 74
1,250 0	Gals. 60⅓	405 75	Gals. 192⅔	1,162 0	Gals. 12⅛	171 0	Gals. 10	142 50

No. 66.—Statement shewing the Quantity of Grain Imported from Beyond Sea and Coastwise into the Northern Province during the years 1887 and 1888.

	1887.			1888.		
	Paddy.	Rice.	Other Grain.	Paddy.	Rice.	Other Grain.
From Beyond Sea.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Adrampatam	5,577¾	87,978 11/16	200	72,643	78,074¾	34½
Akyab	444,147½	212½	—	339,808¼	198½	2
Allippe	—	—	—	—	—	—
Ammapatam	3,388	6,410¾	818¾	3,346½	2,251	—
Basen	9,880	17¾	—	—	—	—
Bombay	—	585¾	—	—	—	—
Calicut	—	—	15	—	—	—
Calcutta	—	5,123	104¼	—	—	—
Catomavady	5,837¼	619¾	—	8,848¾	308¾	—
Cochin	—	303	831¾	—	—	1,674
Coconada	12,130	173¼	799¼	96,942½	156¼	927½
Colasagrampatam	—	—	—	—	8	—
Copalapatam	—	—	—	3,472¾	2,446	—
Cottypatam	9,330¾	1,704¼	—	10,422¼	4,278	—
Cudalore	46,657¼	2,181½	6¾	100,321¾	1,875½	52
Devipatam	12,431¾	2,056 9/16	97¾	27,085¾	233¾	4¾
Karacal	424½	618¾	—	2,674½	1,021¼	—
Kelakare	458¾	565	301¼	—	7¼	—
Kistnayapatam	68,111 7/32	6,849	—	67,798½	8,306	—
Kyoub Phyoo	29,871¾	113¾	—	—	—	—
Madras	8,753¾	18¾	206	17,249½	301½	325
Musalipatam	257,790	1,061¼	6,559½	269,605¼	1,455¾	4,587½
Muttupatty	1,884 23/32	5,434¾	—	741¾	4,243	19
Negapatam	10,893½	6,261¼	840¾	11,737¼	9,596½	1,130½
Paumben	1,539 13/32	312¼	23½	—	7¼	23
Pondicherry ...	16,735¾	2,871	213¾	23,730	1,830¾	98
Porto Novo ...	67,349¼	18,542¼	69¾	91,506½	15,605¾	250¼
Quilon	—	—	445½	—	—	88¾
Tirumalavasal	—	—	—	6,628¼	1,113	—
Tondy	13,168	4,227 3/32	—	10,606	1,823½	—
Topputorre	16,978	15,493	25¼	44,377	20,153	51¾
Velakanny	—	—	—	4,217½	398¾	—
	1,043,339 7/32	169,734 9/16	11,559¾	1,148,385½	155,693¾	9,318¾
Coastwise.						
Batticaloa	107,730	134	985	27,182	135	1,425
Other places beyond this Province ...	15,644	15,467	2,789	14,997	11,610	1,029
	123,374	15,601	3,774	42,179	11,745	2,454
	1,166,713 7/32	185,335 9/16	15,333¾	1,190,564½	167,438¼	11,772¾

To this must be added the quantity of wheat imported as follows:—

1887.	1888.
2,731 bushels.	2,203 bushels.

Customs, Jaffna, July 29, 1889.

W. G. HAINES,
for Collector.

The following statements (Nos. 67 to 73) were handed in by the Rev. Father Lytton on September 11, 1890:—

No. 67.—Rev. Father J. LE CAEN to Rev. Father LYTTON.

DEAR FATHER LYTTON,—PLEASE present my best thanks to those gentlemen who, for our good, have come to Jaffna at perhaps great inconvenience. You know, as parish priest I have been very busy, and yesterday unwell. This is the reason of my not appearing, and I think the best I can do is to give in writing a few reasons for a railway.

First reason.—The bulk of the population remains on the sea shore. The population increases very much, but the revenue does not increase in the same proportion, because a land, a garden or a paddy field which fifteen or twenty years ago was the property of one man, is now divided in three or four parts between the children. Such being the case—that is, increase of population and not of the revenue in the same proportion—the problem to be solved is this: to find the best means to induce the people to go to the interior. In my opinion the only and the best means is a railway going through the country. To tell the people to go to Vanni is quite useless. Vanni, as it is now, is not a healthy place: no good water, no roads for ventilation, no means of getting medicine in case of sickness or provision in case of need. But if a railway is constructed every station will bye-and-bye become a small village, from which the people will cultivate lands in the interior and easily bring their produce to the market.

Second reason.—Rice is in this country the basis of the food of the people; so the most important thing is to encourage cultivation of rice, and for that irrigation works are not sufficient enough. A railway is necessary, not only to enable them to go to the interior, but also to bring their produce to the market. Without a railway irrigation works will not give all the profit expected.

Third reason.—A railway from Kurunégala to Jaffna will be a benefit, not only for Jaffna, but for all the country, by giving a strong impulse to commerce and cultivation. It shall give profit to Government by the selling of large tracts of land, and also of the best timbers which it is now impossible to remove

Fourth reason.—In the poor town of Jaffna the commerce is nearly dying for want of way of communication It is to-day in the hands of Chetties of India, who always agree between themselves to sell at the same price, and sometimes to increase very much the price; so that a large quantity of money goes to India, and we receive much less by export. So let the Government give *un peu d'air du cotè de Colombo, car nous etouffons*, and we will go to the interior to cultivate paddy fields instead of being obliged to give our money to India.

I know some opponents say it will not pay. Not certainly in the beginning, as many other enterprises; but there is sufficient reason to believe that it shall be a great benefit for all the country, and in my opinion no one will deny it.

But in my opinion the most important question is this: the increase of the population being very great, and the revenue remaining the same, or nearly the same, find a means to induce them to go the interior; sooner or later the Government will be obliged to deal with this.

If we have not a railway, we shall be as before, eaters of *panangai*, as the Colombo people call us, and we will be obliged to say with the heathens that Brama has written on our sculls that we shall be always eaters of *panangai*.

J'ecris à la hate, mon anglais ne sera pas une musique pour ces Messieurs, ce sera quelque chose comme le tam-tam.

Tout a vous,

J. LE CAEN.

No. 68.—Schedule showing how the Government arranges for the Coolies from Mátalé to Talaimannár.

(Handed in by Father Lytton.)

MATALE.—Railway terminus; hospital, with Assistant Colonial Surgeon; cooly bungalow, kangany and two patrols.

NALANDA ..... 14 miles; cooly bungalow, kangany and two patrols.
DIMBULA ..... 15 miles; hospital, with Sub-Assistant Colonial Surgeon; two Immigrant Inspectors and two patrols.
ELAGAMUWA ..... 10 miles; cooly bungalow, kangany and two patrols.
MARADANKADAWALA ..... 11 miles; cooly bungalow, kangany and two patrols.
TIRAPANE ..... 7 miles; cooly bungalow, kangany and two patrols.
MIHINTALE ..... 10 miles; hospital, with Assistant Colonial Surgeon; cooly bungalow, kangany and two patrols.
RAMBAWA ..... 6 miles; cooly bungalow and two patrols.
MADAWACHCHI ..... 6 miles; cooly bungalow, kangany and two patrols.
MANKULAM ..... 10 miles; cooly bungalow, kangany and two patrols.
CHETTIKULAM ..... 9 miles; cooly bungalow, kangany and two patrols.
PERIAKADDU ..... 5 miles; hospital, cooly bungalow, kangany and two patrols.
PULIADIRAKKAM ..... 7 miles; cooly bungalow, kangany and two patrols.
KOMPANSAINDAKULAM ..... 7 miles; cooly bungalow, kangany and two patrols.
VIKITANKULAM ..... 8 miles; cooly bungalow, kangany and two patrols.
TALADI ..... 6 miles; cooly station, ford to Mannár.
MANNAR ..... 3 miles; hospital, medical officer, cooly bungalow, &c.
PESALAI ..... 9 miles; immigrant port, with hospital, two inspectors, cooly sheds, &c.
FROM MANNAR TO OYADAPANNI ... 9 miles; cooly bungalow, kangany and two patrols.
TALAIMANNAR ..... 8 miles; immigrant port, with two inspectors, cooly sheds, &c.

N.B.—The Assistant Agent at Mannár has three Travelling Inspectors to help him to look after the whole route.

The authority for the above is Ferguson's "Handbook and Directory," 1890, page 438.

No. 69.—Specimen of Details in a Year's Expenditure on the Coolies from Mátalé along the North-Central Road Route.

(Handed in by Father Lytton.)

	Rs.	c.
Charges for hospitals for sick immigrants	3,093	80
For clearing the paths leading to the cooly bungalows in the Mannar district and the ground around them	99	90
For planting and rearing trees about the cooly bungalows in the Mannar district	77	95
Establishment for attendance on the sick on board the vessels, particularly those attacked with cholera, &c.	3,570	0
Charges for oil and wicks for keeping light at the port of immigrant vessels	293	37
Hire of persons in charge of light at the port of Devipatam ...	54	0
Charges for ordinary watchers and attendants at resthouses for immigrants and for affording aid to the destitute	6,414	48
Hire of two watchers employed at the Mannar ferry at Ettalai tank to direct immigrants to resthouses	180	0
Pay of Superintendent of Immigration	3,000	0
Pay of a Clerk	480	0
Pay of a Shipping Agent, Pesalai and Vankalai	325	15
Pay of three peons	360	0
Pay of Registration Clerks	600	0
For hire of boats	3,721	25
For the hire of three vessels engaged for the conveyance of immigrant coolies	31,200	0
For the maintenance of the necessary establishment in connection with the hospitals for the accommodation of sick immigrant coolies ...	3,073	49
For maintaining a light-vessel and crew on the ports of Ramissaram lying in the tracks of immigrant vessels	750	0
Light-boat and red light at Devipatam	348	0
For water carts and bullocks	832	70
For contingencies	6,124	97
For ordinary repairs, whitewashing, &c., immigrant cooly bungalows ...	800	50
For wells	999	85
Total ...	66,399	41

N.B.—The authority for the above is Ferguson's "Handbook and Directory," 1890, page 431.

No. 70.—Details of Expenditure for the Coolies from Mátalé along the North Central Road. (Taken from the Supply Bill for 1890.)

	Rs.	c.
Charges for hospitals for sick immigrants	3,500	0
For maintenance of grounds at the cooly bungalows in the Mannár district	200	0
Establishment for medical and other services on board cooly vessels ...	4,430	0
Charges for oil and wicks for keeping lights at the ports of immigrant vessels	275	0
Hire of persons in charge of lights at the port of Devipatam ...	55	0
Pay of attendants at the resthouses for immigrants, &c.	6,250	0
For two watchers at the Mannár ferry and at Ettalai tank to direct immigrants to resthouses	180	0
Pay of a Superintendent of Immigration	3,000	0
Pay of Clerks	480	0
Pay of a Registration Clerk	600	0
Pay of three peons	360	0
Pay of a shipping agent for Pesalai and Vankalai	360	0
For hire of boats	4,000	0
For the hire of four vessels engaged for the conveyance of immigrant coolies between Mannár and India	42,200	0
For the maintenance of the hospitals for sick immigrant coolies at the ports on the Coast	4,000	0
For maintaining a light-vessel and crew off Ramissaram	750	0
Light-boat and red light at Devipatam	350	0
For water-carts and bullocks	800	0
Contingencies	5,000	0
For ordinary repairs, whitewashing, &c., immigrant cooly bungalows, &c. ...	900	0
Total ...	77,690	0

N.B.—The authority for the above is Ferguson's "Ceylon Handbook and Directory," page 496.

No. 71.—Statement showing the Number of Cattle, &c., taken for Sale in 1888 and 1889.

Month.	Places to which removed.	Black Cattle.	Goats	Sheep.	Buffaloes.	Total.	Remark.
1888.							
January ...	Mátalé, Kandy, Dikoya, and Colombo ...	—	337	109	—	446	—
February ...	Do. ...	—	498	134	—	632	—
March ...	Do. and Trincomalee	27	813	709	—	1,549	303 to Trincomalee
April ...	Do. do. and Puttalam	148	669	605	—	1,422	110 to Puttalam and 77 to Trincomalee
May ...	Mátalé, Kandy, Dikoya, and Colombo ...	226	796	529	—	1,551	—
June ...	Do. and Puttalam ...	—	619	357	—	976	160 to Puttalam
July ...	Mátalé, Kandy, Dikoya, Colombo, and Trincomalee	55	176	179	—	410	55 to Trincomalee
August ...	Mátalé, Kandy, Dikoya, Colombo, and Kurunégala	—	1,209	337	—	1,546	50 to Kurunegala
September ...	Mátalé, Kandy, Dikoya, Colombo, and Puttalam ...	—	573	345	—	918	174 to Puttalam
October ...	Mátalé, Kandy, Dikoya, Colombo, and Trincomalee	108	596	384	—	1,088	89 to Trincomalee
November ...	Puttalam and Calpentyn...	—	5	115	—	120	—
December ...	Mátalé and Kandy ...	—	80	5	—	85	—
		564	6,371	3,808	—	10,743	
1889.							
January ...	Mátalé, Kandy, Dikoya, Colombo, and Trincomalee	—	568	164	—	732	30 to Trincomalee
February ...	Do. ...	—	980	350	—	1,330	89 do.
March ...	Mátalé, Kandy, Dikoya, and Colombo ...	—	436	225	—	661	—
April ...	Do. and Puttalam ...	—	282	124	15	421	15 to Puttalam
May ...	Mátalé, Kandy, Dikoya, Colombo, and Trincomalee	13	1,063	508	—	1,584	228 to Trincomalee
June ...	Do. ...	5	640	242	—	887	5 do.
July ...	Do. ...	65	832	525	—	1,422	49 do.
August ...	Mátalé, Kandy, Dikoya, and Colombo ...	—	490	207	—	697	—
September ...	Do. and Trincomalee	—	1,535	849	—	2,384	130 to Trincomalee
October ...	Do. ...	10	383	219	—	612	110 do.
November ...	Anurádhapura, Puttalam, and Chilaw	...	25	25	—	50	—
December ...	Mátalé, Kandy, and Trincomalee ...	3	261	396	—	660	163 to Trincomalee
		96	7,495	3,834	15	11,440	

Jaffna Kachchéri, September 6, 1890.

B. HORSBURGH,
for Government Agent.

No. 72.—Statement showing the Number of Black Cattle removed for pasture to the different parts of the Wanni during 1888 and 1889.

	Removed to—			
1888.	Mannar.	Mullaittivu.	Vavuniya-Vilankulam.	Total.
January ...	— ...	— ...	— ...	—
February ...	312 ...	— ...	— ...	312
March ...	72 ...	15 ...	— ...	87
April ...	12 ...	— ...	— ...	12
May ...	— ...	— ...	— ...	—
June ...	— ...	— ...	— ...	—
July ...	— ...	— ...	— ...	—
August ...	— ...	— ..	— ..	—
September ...	— ...	— ...	— ...	—
October ...	231 ...	71 ...	152 ...	454
November ...	244 ...	40 ...	42 ...	326
December ...	— ...	7 ...	— ...	7
Total ...	871	133	194	1,198
1889.				
January ...	— ...	— ...	— ...	—
February ...	253 ...	— ...	— ...	253
March ...	29 ...	— ...	— ...	29
April ...	— ...	— ...	— ...	—
May ...	— ...	— ...	— ...	—
June ...	— ...	31 ...	— ...	31
July ...	— ...	— ...	— ...	—
August ...	— ...	7 ...	— ...	7
September ...	16 ...	— ...	— ...	16
October ...	234 ...	26 ...	23 ...	283
November ...	31 ...	3 ...	— ...	34
December ...	2 ...	— ...	— ...	2
Total ...	565	67	23	655

Jaffna Kachcheri, September 6, 1890.

B. HORSBURGH,
for Government Agent.

No. 73.—Statement showing Materials and Stores despatched by the Public Works Department from Jaffna.

By cart to the Vavuniya-Vilankulam and Mullaittivu Districts, 305 tons per annum, contract rate for transport being one cent per mile per cwt.

By boat to Pallai, 16 boat loads, at Rs. 7 per boat.

Besides this, 1,270 tons of road metal are annually transported by boat from Jaffna to Elephant pass. Should a railway be constructed and convenient arrangements entered into, it would be used for the transport of nearly all the metal required for the upkeep of the North-Central road between Kodikaman and Iranamadu. This at present amounts to 2,200 tons per annum, which would of course have to be considerably reduced when a railway is made—say, by one-third—leaving 1,500 tons still to be transported. This would have to be distributed over a distance of thirty miles. This is presuming that the railway trace would run within an easy distance of the road.

200 tons of the stores and materials are sent to Mannar by boat, costing Rs. 4 per ton.

September 4, 1890.

W. H HAWKES.

No. 74.—The JAFFNA LOCAL RAILWAY COMMITTEE to the NORTHERN RAILWAY COMMISSION.

(See 211, page 6 of Evidence.)

Jaffna, September 27, 1890.

GENTLEMEN,—WE have the honour to forward to you documents marked A, B, C, D, E, F, G 1, and G 2, viz. :—

A.—*Pachchillapallai Cocoanut Planters' Accounts.*—We regret to state that we were unable to obtain the accounts of all the planters. The planters of six large estates have not given their accounts, and one has absolutely refused to do so. From these papers you will see that 5,536,064 nuts have been plucked during the year 1889, all of which, if turned into copperah, at the average rate of 1,200 nuts per param (5 cwt.), would yield 4,613 params, or 23,065 cwt. The yield of the other six estates, the accounts of which we have not been able to obtain, may be put down at 13,000 cwt. of copperah. Besides these estates there are very many cocoanut gardens all over the peninsula, which may be taken as yielding 36,000 cwt. of copperah. The total yield of copperah thus amounts to 72,065 cwt. You have been satisfied by the evidence already taken that the freight on a param (5 cwt.) is Rs. 3 ; so that the total freight of the 72,065 cwt. will be Rs. 43,239.

B.—*Vouchers showing the increase in Cocoanut planting in the Peninsula during the last few years.*—We beg to submit, that any one who has any knowledge of Jaffna will testify to the very great increase in cocoanut plantations of late. The future of this industry in the north is full of promise.

C.—*Vouchers showing that Kurakkan, Paddy, and other Grains are received from Anurádhapura and sold along the road on this side of Elephant Pass, at different stations, such as Pallai, Modikámam, Chavakachchéri, Jaffna town, Batticaloa, &c.*—From these vouchers it will be seen that grain, chiefly paddy, is brought to Jaffna from Anurádhapura—a fact denied only by the Government Agent during your sitting in Jaffna.

D.—*Statement regarding the Mirusuvil Toll Rent for the last thirteen years, furnished by the Government Agent.*—It appears that the man who bought this rent for 1878 kept it up to 1881 inclusively, when he refused to take it for the following year for Rs. 2,900, on the pretence that he would lose. But, strangely enough, the same man bought it in 1885 for Rs. 3,500. Again, the renter who bought this rent for 1889 for Rs. 3,350 refused to buy it for 1890 on the plea of losing ; but his brother bought it for Rs. 3,450, and it strikes us as most unlikely that one brother would buy a rent in which the other actually lost. Our experience of local renters generally is that they pretend to lose most when they gain most. It is worthy of remark that the rent has been steadily increasing year by year, and was never so high as in the present year. This steady increase points to the fact that the renters must be gaining ; and putting his gross profit at Rs. 800 per annum on a moderate calculation, we presume that the renter must derive Rs. 4,250 from the carts passing the Mirusuvil toll. This only confirms what has come under our own personal observation, viz., that the cart traffic along the Central road is considerable, and that it is increasing from year to year.

E.—*Cooly Passenger Traffic.*—Poor though the coolies admittedly are when they come to the Island, yet, from what was stated during the recent sitting of the Commission in Jaffna, it appears that sufficiently large advances are made to enable them to pay all their travelling expenses. It is a fact that the coolies travel by train wherever they can, but in any case, once the railway to the north is opened, they must be compelled, by special legislation if need be, to go by it, in view of their fatiguing journey on foot for 180 miles, their unclean habits, the rubbish they eat and the dirty water they drink—all which predispose them to sickness, especially cholera, known to be endemic in their own land and so easily introduced amongst our people with such terrible consequences. The travelling of the coolies by rail, we are convinced, will greatly minimise, if not entirely remove, this scourge, the terror of our people. Is there any instance of any village having been ruined by the coolies going by rail from Colombo to Kandy ? The passage of the cooly along the North Central road on foot is marked by the ruin of many a village. The natural route for the coolies from India to the estates is either from Point Calimere to Kankésanturai or from Paumben through Mannár : given a railway, the people of the north will not object to this route if coolies are made to go by rail. We beg to annex hereto copy of a memorial presented to the Legislative Council in 1876 by the people of Mannár (marked Y ; not printed).

F.—*Schedule showing the Trade in Palmyrah Timber.*—A large quantity of this timber is now sent to India, and were easy and speedy means of transport provided, a trade in it would spring up with the interior of the Island, where it is much appreciated for building purposes.

G 1.—*Tobacco Traffic by Land:* Statement showing the quantity of tobacco sent by cart from Jaffna along the North Central road to Anurádhapura, Mátalé, Kandy, Náwalapitiya, Gampola, Kurunégala, and Polgahawela.—This statement is based on vouchers sent herewith and signed by the several traders. There are many other traders scattered over the peninsula from whom, owing to the want of time and the absence of some of them, we have not been able to obtain vouchers.

From these vouchers it will appear that 94,781 bales, yielding a total freight of Rs. 188,962, at the rate of Rs. 2 per bale, as proved by evidence led before you, are sent from Jaffna by carts, each cart taking from 20 to 25 bales.

G 2.—*Tobacco by sea, among other articles of Trade.*—This is a return prepared by the shipping brokers of Jaffna, from which it will appear that about 27,000 bales of tobacco per annum were sent by sea. It has been shown by the evidence of Naganather Velupillai, broker, already taken by you, that the freight of a bale of tobacco is a rupee.

H.—*Immigration Service.*—Two documents on this subject were submitted to you while in Jaffna, one giving the cooly stations, hospitals, &c., on the route from Mátalé to Mannár, the other the different items of expenditure incurred by the Government Agent, Jaffna, for only that portion of the route which lies within the Northern Province. From the first paper it will appear that the

Government maintains for the special service of the coolies 6 hospitals, 6 medical officers, 19 cooly bungalows, 17 kanganies, 38 patrols, and 9 inspectors. Were the proposed railway opened, all this might be dispensed with, excepting one hospital at the place of landing.

We would now submit a few general remarks.

1. The difference between the Jaffna Committee and Mr. Twynam with regard to the general passenger traffic is not much. The Committee say Rs. 190,000 and the Agent Rs. 164,000. But we must remark that his knowledge of pilgrimages is necessarily limited, and this will account for the difference.

2. Already too much has been done as regards irrigation. No tank on a large scale, such as the Giant's tank, should be taken up before providing a railway. Such a work would cost less, and the people would be able to make use of the water much sooner, were the railway first constructed. The Giant's tank scheme is at best a local measure, and no local measure of such magnitude should be undertaken prior to the extension of the railway to the north—a work far reaching in its benefits.

3. The people will not settle down in the Wanni until it is opened up and rendered a healthy abode. In this connection we call your attention to the short and telling extracts (marked letter X, annexed herewith*) taken from the reports of Civil and Medical Officers from 1868 to 1889. The Government Agent admits that the people will not go and live in the Wanni as it is at present. All the missionaries who have been there are at one on this point, and believe that it would be cruel to induce anybody to go and remain there before the country is opened.

4. We beg to put on record our entire disapproval of the suggestion made in Council, viz., that the people of the Wanni should be transplanted to some other locality. Such a suggestion manifests much ignorance of the people of the Wanni and a great want of feeling. The people of the Wanni, poor, sickly, and abandoned as they are, are at least human beings, and a greater punishment could not be inflicted on them by tearing them away from their homes. The Government is bound to render their dwellings and surroundings healthy by opening up the country, and in our opinion the only way to do this is to run a railway through it.

5. The proposed Jaffna Railway will be unlike any other line in the Island for facilities of construction. The route from Jaffna to Anurádhapura is almost a dead level, the land all along belongs to the Crown, there are no mountains to cut through, the boulders on the other side of Anurádhapura are isolated, and could be easily avoided by a curve in the line. The sleepers could be got in the forests along the line.

6. The Committee have done their best to furnish accounts of existing traffic which, incomplete as they necessarily are, point to the fact that there is much that could be considerably developed under favourable conditions. Owing to our peculiar geographical position and the difficulties of transport and of reaching a market in time, it is marvellous that so much trade already exists; and it would not exist were it not for the industry and perseverance of the people.

7. We would lastly urge with all earnestness that even if no trade actually existed—which would not be surprising with so many drawbacks in the way—and even if a railway were to be worked at a dead loss to Government for some years to come, the north should be joined to the south for the following among other reasons:—

(*a*) To remedy the evils arising from its isolated position.
(*b*) To relieve the peninsula of its present congestion.
(*c*) To come to the rescue of the perishing inhabitants of the Wanni.
(*d*) To open up the Wanni to willing workers, and to enable the people to make use of the water stored up in vain in the tanks repaired in the interior.
(*e*) To convert into money the forests of costly timber now decaying through neglect and for want of means of transport.
(*f*) To increase the general prosperity of the people.
(*g*) To connect Ceylon with India, and thus open the great highway so much desired between both.

We have, &c.,

THE JAFFNA RAILWAY COMMITTEE.

J. STRANTENBERG,
Secretary.

No. 74 A.—The CHAIRMAN, Jaffna Local Railway Committee to the CHAIRMAN, Northern Railway Commission.

Jaffna, September 30, 1890.

SIR,—I HAVE the honour to forward herewith the document marked G 2, which, having been mislaid, could not be found to be sent with the papers forwarded to you by post on the 28th instant.

2. The Committee forgot to mention in their remarks, which they have already forwarded to the Commission, that they confined themselves exclusively to the few points upon which there was some difference between themselves and the Government Agent.

I am, &c.,

C. H. LYTTON, O.M.I.,
Chairman.

Not printed.

Documents referred to.

No. 74 B. A.—Abstract of Vouchers called A in letter from Jaffna Local Committee dated September 27, 1890.

Year.	No. of Estates.	Total No. of Nuts plucked.	Planted.	Nuts sold.	Nuts turned into Copperah.	Nuts unaccounted for.	Weight of Copperah.	Value.	Cost of Transport.
							Cwt. qr.	Rs. c.	
1889 ...	—	619,351	—	98,500	495,851	—	1,657 0	13,663 50	By road to Jaffna 25c. per cwt.
1890 ...	4	749,142	—	150,000	564,142	—	1,699 0	16,002 30	By boat, including cart hire, 12c. per cwt.
	3	1,369,451	—	—	1,369,451	—	4,565 0	31,955 0	At 25c. per cwt. by boat from Elephant Pass, including cart hire; at 25c. per cwt. by road
1889 ...	6	1,400,000	3,200	250,000	1,146,800	—	3,875 0	34,000 0	Delivered at Jaffna jetty: 18c. per cwt. (Rs. 3·60 per ton)
2 years ...	4	3,039,004	2,100	200,000	2,837,004	—	10,900 0	81,900 0	To Jaffna by cart 25c.; by boat 12½c.
1887 ..	—	628,909	858	36,439	585,468		2,318 2	17,382 15	*By Sea.* Cart hire to boat and boat hire to jetty, 16c. per cwt. *By Land.* Cart hire to jetty, 25c. per cwt.
1888 ...	—	319,506	3,000	81,599	231,776	—	856 2	8,732 99	
1889 ..	—	550,917	500	204,354	342,690	—	1,228 1	15,011 79	
1890 ...	—	426,268	4,000	154,932	263,821	—	881 3	10,738 15	Whole nuts: Cart hire to boat and boat hire to jetty, Rs. 3·30 per 1,000
							Cwt. q. lbs.		
1887 ...	—	1,343,916	—	116,000	—	—	3,968 0 80	—	—
1888 ...	—	641,675	—	59,900	—	—	1,787 0 91	—	
1889 ...	—	989,811	—	84,000	—	—	2,616 0 21	—	
1888 ...	—	118,554	1,000	4,700	117,554	—	520 0 24	3,651 20	25 cents per cwt.
1889 ...	—	208,458	1,000	—	207,458	—	506 1 14	3,595 75	25 cents per cwt.
1887 ...	—	245,965	—	3,000	242,965	—	815 2 16	4,689 80	25 cents per cwt.

No. 74 C. B.—Vouchers showing the increase in Cocoanut planting in the Peninsula during the last few years.

I do hereby certify that I have got planted within the last five years 11,250 cocoanut plants in Karanthai (Pachchilaipalli) along the Central road, and I am ready to have 3,750 cocoanut plants planted within the next five months: then the total will be 15,000 plants.

A. DELPECH, O.M.I.

Jaffna, September 25, 1890.

I do hereby certify that I have got within the last eight years planted 12,000 cocoanut plants in Mirusuvil division, along the Central road, and I am further prepared to have nearly 10,000 plants planted within the next five years.

S. ASSAIPPALLI,
Landed Proprietor.

Jaffna, September 24, 1890.

I do hereby state that I am the owner of a young cocoanut estate at Kachai, two miles from the Central road, containing 8,000 plants planted within the last seven years, and that I have arranged to plant 2,000 plants more.

G. NAGELINGAN,
Advocate.

Jaffna, September 25, 1890.

No, 74 D. C.—Vouchers showing that Kurakkan, Paddy, and other Grains are received from Anurádhapura and sold along the road on this side of Elephant Pass, at different stations, such as Pallai, Kodikámam, Chavakachchéri, Jaffna town, Batticaloa, &c.

Translation.

I, Vayravanather Poothathamby, have been trading at Pachchilaipalli for the last 32 years in paddy brought by carters from Anurádhapura.

September 22, 1890. V. POOTHATHAMBY.

I, Changarapillai Saravanamutto, trade at Pachchilaipalli in paddy, dry grains, &c., which I have freqnently bought of carters coming from Anurádhapura.

September 22, 1890. C. SARAVANAMUTTO.

I, Thamar Kanapati Pillai, have carried on a trade for the space of 30 years, and continue the same trade in paddy sold to me on several occasions by carters returning from Anurádhapura.

September 22, 1890. T. KANAPATI PILLAI.

I, the undersigned, buy and sell at Pallai paddy, kurakkan, gingelly, &c., from the Vanni pattu, Anurádhapura, Vilánkulam, and all the Sinhalese districts, to the amounts as marked below :—

Year.		Paddy. Bushels.		Kurakkan. Bushels.		Gingelly. Bushels.
1888	...	3,000	...	60	...	150
1889	...	4,000	...	100	...	120
1890	...	3,500	...	50	...	120
	Total ...	10,500		210		390

Pallai, September 22, 1890. J. S. MUTTATAMBY.

PALLAI MARKET.

Year.		Paddy. Bushels.		Gingelly. Bushels.		Kurakkan. Bushels.
1887	...	1,500	...	—	...	—
1888	...	1,700	...	25	...	40
1889	...	1,000	...	50	...	—
1890	...	600	...	40	...	20
	Total ...	4,800		115		60

I hereby certify that I have bought the paddy, &c., from carters coming from Anurádhapura.

September 22, 1890. ARUMUGAM MOOTAMBY.

PALLAI.

Year.		Paddy. Bushels.		Gingelly. Bushels.		Kurakkan. Bushels.
1887	...	2,000	...	100	...	50
1888	...	1,200	...	—	...	—
1889	...	1,000	...	—	...	20
1890	...	900	...	50	...	—
	Total ...	5,100		150		70

I hereby certify that I have bought the paddy, &c., marked above from carters returning from Anurádhapura

CHETTIAR M. MUTTIAH.

September 22, 1890.

Translation.

I am a native of Jaffna. I have been for the last forty years carrying on trade at Anurádhapura. I still continue to take, in contract, the carriage of mails and to buy arrack rents. In addition to this I have bought Crown lands and converted them into gardens and fields.

People from Puloly and Batticotta, in the Jaffna peninsula, have also bought Crown lands at Anurádhapura and brought them under cultivation. I know well that many like myself who own paddy land at Anurádhapura send their surplus produce to Jaffna as I do. I may state that carters from Jaffna come to Anurádhapura daily for the purpose of buying paddy, which they take at the rate of between 40 and 50 bushels per cart to the Jaffna peninsula and sell it at Pallai, Mirusuvil, Kodikámam, Chavakachchéri, &c. Moormen from Jaffna also come to Anurádhapura and buy paddy and gingelly, which they sell to Jaffna carters. I know that in June, July, and August last, large quantities of paddy and gingelly were disposed of in this way. The greater part of the surplus paddy grown at Anurádhapura is taken to Jaffna in carts, and only a small quantity goes to Puttalam. The price of paddy, which was 50 cents per bushel in 1883, has thus risen to Re. 1·50 at present. Besides paddy, cotton and illupai seed, &c., are sent to Jaffna. Those who have bought Crown lands in Anurádhapura being in hopes that the railway will be opened, have begun to clear their plots. Some have borrowed money at high interest to clear their lands as well as to buy more land. I may add that some have consulted me as to the desirability of buying Crown land and commencing paddy cultivation.

C. LAWRENCEPULLE.

Jaffna, September 23, 1890.

No. 74 E. D.—Schedule showing the Rent paid to Government, together with the Names of the different Renters, for the Toll at Mirusuvil, through which all the carts proceeding to, and returning from, Pallai, Elephant Pass, Mullaittivu, Vavuniya, Anurádhapura, and Matalé have to pass.

Year	Amount paid to Government. Rs.	c.	Name of Renter
1878	2,975	0	Sinnattampi Virasupillai, of Sandampokatti
1879	2,700	0	Do. do.
1880	2,850	0	Do. do.
1881	2,600	0	Do. do.
1882	2,900	0	Suppremaniar Sapapathy, of Nallur
1883	3,100	0	Velupillai Sittampalam, of Sandilipai
1884	3,200	0	Murukar Kanapatipillai, of Batticotta
1885	3,300	0	Sinnattampi Virasupillai, of Sandampokatti
1886	3,400	0	Murukar Kanapatipillai, of Batticotta
1887	3,200	0	Do. do.
1888	3,350	0	Katiresu Vairavanader, do.
1889	3,350	0	Murukesar Sapapatipillai, do.
1890	3,450	0	Murukesar Naganather do.

The above has been taken from the Kachchéri returns

B. HORSBURGH.

No. 74 F. E.—Schedule showing the Arrivals and Departures of the Indian Coolies by the North Central Road for the past five years.

Year.	Arrivals.	Departures.
1885	23,894	20,048
1886	18,093	18,994
1887	44,101	24,019
1888	51,838	28,688
1889	34,131	23,418

The above has been taken from the Kachchéri returns.

B. HORSBURGH.

No. 74 G. F.—Schedule showing the Trade in Palmyrah Timber exported from the Northern Province to India, for the years 1885, 1886, 1887, 1888, and 1889.

Year.	Rafters and Reepers. No	Value. Rs	c
1885	352,108	85,896	37
1886	209,680	53,109	64
1887	245,543	52,193	21
1888	284,731	68,987	47
1889	296,484	78,192	90

The above has been taken from the Kachchéri returns.

B. HORSBURGH

Jaffna, September 27, 1890.

No. 74 H. G 1.—Abstract of the Quantity of Tobacco sent by Cart from the Peninsula of Jaffna along the North Central Road during 1889.

(See 79, page 3 of Evidence.)

(Vouchers have been received from the Traders and are held by the Commissioners.)

Destination.	No. of Bales.
Kurunegala	10,040
Kurunegala and Anuradhapura	4,650
Kandy	36,975
Matale	37,301
Kandy and Nawalapitiya	2,500
Matale and Nawalapitiya	400
Matale and Kandy	1,800
Nawalapitiya	600
Dikoya	250
Utuvankanda	115
Kinatany	150
Total ...	94,781

No. 74 I. G 2.—Statement showing the Quantity of Goods exported Coastwise from the Ports of Jaffna during the years 1885, 1886, 1887, 1888, and 1889.

(See 88 to 119, page 4 of Evidence.)

Goods.	No. of Packages.	Quantity.	Average per Annum.
Tobacco, bales ...	135,120 at 1 cwt. each ...	135,120 cwt. ...	27,024 cwt.
Cigars, boxes ...	8,377 at 3 cwt. each ...	25,131 ,, ...	5,026 ,,
Chillies ...	— ...	11,200 ,, ...	2,240 ,,
Copperah ...	— ...	72,200 ,, ...	14,440 ,,
Arappu ...	— ...	2,259 ,, ...	452 ,,
Gram, Paddy ...	— ...	126,000 bus. ...	25,200 bus.
,, Rice ...	— ...	60,000 ,, ...	12,000 ,,
,, Black Gram ...	200 at 1½ cwt. each ...	300 cwt. ...	60 cwt.
Hides ...	1,220 at 3 cwt. each ...	3,660 ,, ...	732 ,,
Horns ...	— ...	2,000 ,, ...	400 ,,
Cloth ...	3,400 at 1½ cwt. each...	5,100 ,, ...	1,020 ,,
Cocoanuts ...	— ...	434,300 nuts ...	86,860 nuts
Bones ...	— ...	4,540 cwt. ...	908 cwt.
Orchilla Weed ...	— ...	450 ,, ...	90 ,,
Ghee ...	— ...	10,000 gals. ...	2,000 gals.
Honey ...	— ...	400 ,, ...	80 ,,
Gallnuts ...	600 at 1½ cwt. each...	900 cwt. ...	180 cwt.
Miscellaneous ...	600 at 1 ,, ,, ...	600 ,, ...	120 ,,

No. 75.—The SECRETARY, Northern Railway Commission, to the SECRETARY, Jaffna Local Railway Committee.

No. 33. Colombo, October 6, 1890.

SIR,—I AM directed by the Hon. the Chairman of the Northern Railway Commission to acknowledge receipt of your letter of the 27th ultimo, with enclosures, and to thank you for the trouble taken.

I also have the honour to acknowledge receipt of your Chairman's telegrams of the 1st and 4th instant, and of your Chairman's letter of the 30th ultimo enclosing documents marked G 2. Confirming the Commissioners' telegram of the 3rd instant, I shall be glad to receive at your earliest convenience the names (as given in Ferguson's Directory) of the estates represented by vouchers called A and B in your annexure, and also the names of the estates the managers of which have not supplied vouchers, and which you estimate will supply 13,000 cwt. copperah.

I am, &c.,

J. C. FARQUHARSON,
Secretary.

No. 76.—The CHAIRMAN, Jaffna Local Railway Committee, to the CHAIRMAN, Northern Railway Commission.

Jaffna, October 4, 1890.

SIR,—WITH reference to your telegram of yesterday, I have the honour to furnish you with the following names of the cocoanut estates the accounts of which are given in schedule A already forwarded :—

Manager or Proprietor.	Name of Estate.
Mr. W. M. S. Twynam ...	Tattuwancotty, Karandhi, Mugamalie, Oduturai, Woodlands or Avirikadu, Waverly or Manalkadu.
Mr. M. Geddes ...	Eyaketchi West, Klaly Masar. Tanmakany, Tatchankadu.
Mr. G. B. Patterson ...	Covilkadu, Kayankadu, Navundan.
Mr. C. H. Patterson ...	Kattyarotan.
Mr. J. J. Patterson ...	Eyaketchi East, Kotta and Kanagarayen, Sorempattu.
Mr. C. Brito ...	Plopallai.

Appended are the names of the managers and estates the accounts of which were not sent:—

Mr. F. Philipo	...	Vettukadu.
Mr. T. Coomaraswamy	...	Arialai, Navatcoly.
Mr. M. Marimutto	...	Mavilangai.
Mr. J. E. Nicholas	...	Klaly.
Mr. C. H. Patterson.	...	Kattyaruttan (just received and forwarded).

There is another large estate called "Temple Bar" managed by Mr. C. Sinnatamby, which we have not included in our list. It has been planted within the last few years, and is not yet bearing; but in two or three years it will take its rank among the estates.

With your permission I beg to make a few remarks for the information of the Commission.

(1) The planters have told me that they have given up sending copperah to India, as it pays them better to send it to Colombo or Galle

(2) That instead of selling the nuts locally they will turn them all into copperah if easy means of transport existed.

(3) Mr. Marimutto, the manager of the Hon. Mr. Rámanáthan's estate, for reasons of his own, refused to give any accounts, saying that the Hon. Mr. Rámanáthan knew all about his cocoanuts.

(4) That the future of cocoanut planting in the north is not so discouraging as was represented to you during your sitting here. Though, unfortunately, years of drought come now and then and do a deal of damage, this is not a new thing to the north: it has existed from the very beginning of cocoanut planting. The planters knowing this make a provision for the future by planting every year with a view either to supply the place of the old trees or the young trees which may be injured by want of rain. On referring to schedule A it will be seen that the number of nuts planted every year far exceeds the number of trees that have ever been injured by the longest and most trying of dry seasons.

(5) I should like to call the attention of the Commission to perishable goods—such as vegetables, fruits, &c—which would certainly be no small item of traffic for the railway. Take plantains of the best kind for instance. Can there be a doubt that they will find a ready market in Colombo, and that our people, seeing this, would supply the demand by increased cultivation?

(6) A railway for other places may be useful and advantageous; for the north it is an absolute necessity: it is a question of life or death. If it be argued that the people should wait for a railway until there is more commerce or until they settle down in the Wanni, by putting these impossible conditions the Government would be simply refusing the railway point blank. The people, situated as they are, cannot reasonably be expected to do more than they have done, nor will they ever settle in the Wanni before it is decided to open a railway through it. I am confident that you will look at the great question of the Northern Railway in all its bearings; and if the prayers of a poor missionary can help you in any way, I promise to ask God to bless your deliberations—deliberations upon the result of which depend "the resurrection of the north and the advancement of the Colony."

I am, &c.,

C. H. LYTTON, O.M.I.,

Chairman, Jaffna Railway Committee.

No. 77.—The SECRETARY, Northern Railway Commission, to the SECRETARY, Jaffna Local Railway Committee.

Colombo, October 14, 1890.

SIR,—I HAVE the honour to inform you that the Commissioner's find it necessary to obtain some further particulars with reference to the tobacco traffic.

For this purpose a special form has been prepared, and I shall be glad if you will arrange for each of the traders who supplied vouchers annexed to your G 1 to enter on this special form details of each consignment they despatched by road between January 1 and December 31, 1889.

Under the head of "Date of Despatch" please enter date of despatch of each consignment.

Under "Destination" please enter place at which the tobacco is unloaded from carts.

Under "To whom consigned" please enter the name and address of the person who receives and deals with the tobacco on arrival at destination.

I enclose proof of the form; 500 copies will be sent you to-morrow.

It is specially requested that these forms shall be returned within a fortnight from date.

In case you did not retain copy, I also enclose list of traders who signed vouchers for tobacco by cart

I am, &c.,

J. C. FARQUHARSON,

Secretary.

No. 78.—The SECRETARY, Northern Railway Committee, to the SECRETARY, Jaffna Local Railway Commission.

Jaffna, November 3, 1890.

SIR,—HEREWITH I send the statements from Nos. 1 to 33 inclusive of tobacco bales from the Point Pedro district.

These were received some days ago, but some of the Members of the Committee did not wish them to be forwarded, as they were not signed by the consignors at the bottom of the page

The Chairman is of opinion that, as the Commissioners have not asked for signatures at that place, and as the Committee have already sent the signatures, the Commissioners will not object to receive these statements, all the more as the consignors have actually signed at the top of the statements.

Some of the statements have been signed by the partners or relatives of the consignors owing to their absence from the peninsula.

Under the heading "To whom consigned" some of the consignors have put their own names, informing us that they take the tobacco in their own carts and sell it themselves. This has called our attention to the fact that there is a considerable number of non-registered carts employed by private parties for their own use, and the Government Agent himself might be surprised of the number of non-registered carts that were taken.

We have much difficulty in getting these statements for two reasons :—

(1) The unwillingness on the part of the traders for reasons of their own.

(2) The fear of many that the rent of the tolls may be considerably raised when the truth is known about the number of the carts, and thus injuring the renter unnecessarily, though rumour has it that the rent might be doubled, and that still the renter would not be a loser.

Owing to the temporary absence of several of the traders the statements are not coming in as quickly as we would wish, but the Committee will lose no time in forwarding the statements from the other villages as soon as they are received.

I am, &c.,

C. STRANTENBERG,
Secretary.

No. 79.—The SECRETARY, Jaffna Railway Committee, to the SECRETARY, Jaffna Railway Commission.

Jaffna, November 8, 1890.

SIR,—OUT of the 156 vouchers contained in the list of tobacco traders already sent, we have forwarded ere this 33 statements, in addition to which we now send 86 statements, in going over which you will please pay attention to the following remarks :—

Statements Nos. 34, 142, *and* 149.—These traders inform us that, on carefully examining their accounts, they have found a larger quantity of tobacco sent than was given in their vouchers, which were written in a hurry. The voucher No. 34 contained 150 bales, the present statement has 170 ; the voucher No. 142 contained 200 bales, the statement has 204 ; and the voucher No. 149 contained 100 bales, and the statement has 108.

Statement No. 35.—The son has signed the statement for his father who is now in Kandy. He also has found on examination of his accounts that a larger quantity of tobacco was sent than was given by the voucher, which had 250 bales, the statement has 297.

Statement No. 38.—As the trader who furnished this voucher is absent from the place his brother, A. Kartigasapillai, has signed the statement.

In some of the statements the consignors have put their own names as the persons to whom the tobacco is consigned, as they take and sell the tobacco themselves.

In the *Statement No.* 35, under the heading "Date of each Despatch," the figure or mark resembling "2" after each of the dates has been struck off as misleading, it having been affixed by the writer as an abbreviation of the Tamil word "date."

In some of the statements, under the heading "Date of each Despatch," the months only are given, as it is known that the traders, who have no regular boutiques in the south, do not mark the exact dates.

We have since received eleven fresh lists, which we have numbered in continuation of the vouchers already sent, from 157 to 167, and they are also herewith forwarded.

I have, &c.,

C. STRANTENBERG,
Secretary.

No. 80.—The SECRETARY, Jaffna Railway Committee, to the SECRETARY, Jaffna Railway Commission.

Jaffna, November 13, 1890.

SIR,—I HAVE the honour to inform you that sixteen statements were forwarded by yesterday's post. To-day I send you four, making up to date a total of 139, not including the eleven newly-furnished statements.

2. The Committee regret that they have not been able to get the statements of the other seventeen tobacco traders, on account of their absence from the place, and on account of the death of one since this voucher was handed in.

3. The Committee trust that they have done all in their power, regardless of expense and trouble, to furnish the Commission with reliable information, and hope that the Commissioners will be satisfied that the trust reposed by the public in the Committee has been faithfully discharged. The only recompense they look to is to hear of the decision arrived at to construct the Northern railway without further delay.

I am, &c.,

C. STRANTENBERG,
Secretary.
Chairman.

No. 81.—Report of the Kurunégala Railway Committee.

(See 319 to 328, pages 10 and 11 of Evidence.)

AT a public meeting held at Kurunégala on August 7, 1890, we were appointed a Committee "for the purpose of collecting reliable information to submit to the Railway Commission now sitting in Colombo in regard to the extension of the railway northwards *viâ* Kurunégala."

We have carefully collected and scrutinised all the information available to us, and beg to report as follows :—

1.—ROUTE.

It is hardly necessary for us to discuss at length the comparative merits of the different routes by which it is proposed to extend the railway to Jaffna. The opinions expressed by competent and disinterested persons who have studied the subject leave no room to doubt the superiority of the route *viâ* Polgahawela and Kurunégala.

Firstly.—The Select Committee of the Legislative Council appointed to consider and report upon the extension of the railway northwards were of opinion "that of the three alternative routes to Jaffna, the route *viâ* Polgahawela, Kurunégala, Dambulla, &c., would most probably secure the greatest amount of traffic, and best serve the interests of the Island." (Sessional Paper VIII. of 1889, page 1.)

Secondly.—The General Manager of the Ceylon Government Railway, in reporting of the papers submitted to him by the Select Committee, wrote :—"Of the three alternative routes to Jaffna—viz., *viâ* Mátalé, *viâ* Chilaw and "Puttalam, and *viâ* Polgahawela and Kurunégala—the last, viz., *viâ* Polgahawela and Kurunégala, was shown as being "so superior to the others that I propose in this report to confine my remarks to this route." (Sessional Paper VIII. of 1889, p. 14.)

Thirdly.—The Committee appointed at a public meeting representative of the agricultural, commercial, and other interests of the whole Island, held at Colombo on August 5, 1889, on the subject of the extension of the railway to Jaffna, in their memorial addressed on September 25 of that year to His Excellency Sir Arthur Gordon, concurred in the views expressed by the Select Committee of the Legislative Council as to the route, and "prayed that His Excellency would, with the consent of the Legislative Council, sanction immediately a survey of the route from Polgahawela to Jaffna *viâ* Kurunégala, Dambulla, and Anurádhapura; and that the report of the Surveyor, together with a detailed estimate of the cost of constructing the said railway, be made public, section by section, namely, Polgahawela to Kurunégala, Kurunégala to Dambulla, Dambulla to Anurádhapura, Anurádhapura to Jaffna. (Sessional Paper XXXII. of 1889, page 6.)

2. The only route that has been seriously mentioned as a rival of the Kurunégala route is that by way of Mátalé.

3. The distance from Polgahawela to Jaffna is 207 miles *viâ* Kurunégala and Dambulla, and from Mátalé to Jaffna 189½ miles. There would thus be 17½ miles less of new railway to be constructed on the Mátalé route. This has been made much of by the advocates of the latter route. But they have ignored more important facts.

4. The greater part of the traffic that will be available to the northern line will be from and for Colombo and the Western and Southern Provinces, the most prosperous and populous parts of the Island, to which the Kurunégala route is the shortest and most convenient. It would seem to be pure waste of time and money to haul all this traffic over the Kaḍugannáwa and Wattégama passes, and an extra distance of 30 miles, unless the Mátalé route has in other respects compensating advantages, which it has not.

5. The Mátalé line can count on comparatively little local traffic. This is clear from the fact that it has been worked at a dead loss to Government for years, and from the arguments submitted by the Mátalé Railway Committee to the Railway Commissioners, on the 7th ultimo, reported in the *Ceylon Observer* of the 20th ultimo.

6. There is also but little traffic between Mátalé and the North-Central Province. The Government Agent of that Province, in his letter of March 23, 1888, to the Select Committee of the Legislative Council (Sessional Paper VIII. of 1889, page 12), states that the line to Mátalé would not serve his Province so well as the line to Kurunégala, owing to the greater mileage, and because his Province draws the largest proportion of its supplies from the North-Western Province.

7. The advocates of the Mátalé route rest their hopes of its financial success mainly on driving to that route, at great cost and inconvenience to the public, the through traffic between Jaffna and the Western and Southern Provinces.

8. They also urge that the Kurunégala route would not benefit by the immigrant cooly traffic, as the coolies would prefer to walk to Mátalé and take the train there. The distance of Dambulla to Pérádeniya *viâ* Mátalé is about 20 miles less than *viâ* Kurunégala, and the railway rate for conveyance of coolies is only 1¼ cent per mile per head. It seems to us exceedingly unlikely that the cooly would prefer to undergo the fatigue and expense of a twenty-nine mile walk through hilly country, when he might ride comfortably in the train for 25 cents.

9. The other arguments in favour of the Mátalé route are some supposed military and strategical advantages, the worth of which will no doubt be duly appreciated by military critics, and an *ad misericordiam* appeal which seeks to tie the prosperity of the rest of the Island to a district the condition of which even the present railway, constructed at great expense, has failed to improve to any material extent.

10. Not only is the Kurunégala route the natural route for the traffic between the Northern and North-Central Provinces and the Western and Southern Provinces, but this district, unlike the Mátalé district, has, as will be shown later on, a considerable local traffic and a still more considerable traffic with the North-Central and the Western and Central Provinces, sufficient to pay the railway at once liberal profits, which are certain to be increased when the vast undeveloped resources of this Province are opened up, as they can only be effectually opened, by a railway.

11. Nor has the Mátalé route even the advantage of being an easier and a less expensive line to construct than the Kurunégala line. From Mátalé as far as Dambulla, a distance of about thirty miles, the line will have to pass through very hilly country, and will probably not be constructed at much less than Rs 193,825 per mile, which is the actual cost of a mile of the existing line from Kandy to Mátalé, passing through country of the same character. On the other hand, in the twelve miles between Polgahawela and Kurunégala there is comparatively level country, and even between Kurunégala and Dambulla the country is much less steep than between Mátalé and Dambulla.

12. But if the Kurunégala line, instead of proceeding to Dambulla, ran a little to the west of Kaláwęwa to Maradankadawala, the most prosperous bazaar on the North road, it would pass through almost level country. It would also be shorter in distance, and would catch up the traffic of the Kurunégala district more effectually than if the line ran to Dambulla. Moreover, when the time comes for the opening of a branch line from Maradankadawala to Trincomalee, there will be a saving of sixteen miles in the distance from Colombo, as compared with the line *viâ* Mátalé to Trincomalee. We note that the Government Agent of Anurádhapura also recommends that the line from Kurunégala should run to Maradankadawala. (Sessional Paper VIII. of 1889, page 12.)

13. The following statements show the comparative distances of the different routes :-

A.—*Distance from Colombo to Jaffna.*

		Miles.	
(1) *Viâ* Mátalé ...	Colombo to Mátalé	92·00	
	Mátalé to Dambulla	29·00	
	Dambulla to Anurádhapura* ...	40·00	
	Anurádhapura to Madawachchi ..	14·50	
	Madawachchi to Jaffna †.. .	106·00	
		—	231·50

* Junction of roads. † Jaffna Fort

		Miles.	
(2) *Viâ* Kurunégala and Dambulla	Colombo to Polgahawela ...	45·50	
	Polgahawela to Kurunégala ...	12·00	
	Kurunégala to Dambulla ...	34·50	
	Dambulla to Anurádhapura° ...	40·00	
	Anurádhapura to Madawalachchi ...	14·50	
	Madawachchi to Jaffna† ...	106·00	
			252·50
(3) *Viâ* Kurunégala and Maradankadawala ...	Colombo to Polgahawela ...	45·50	
	Polgahawela to Kurunégala ...	12·00	
	Kurunégala to Maradankadawala ...	50·00	
	Maradankadawala to Anurádhapura° ...	19·00	
	Anurádhapura to Madawachchi ...	14·50	
	Madawachchi to Jaffna† ...	106·00	
			247·00

B.—*Distance from Colombo to Trincomalee.*

(1) *Viâ* Mátalé ...	Colombo to Mátalé ...	92·00	
	Mátalé to Dambulla ...	29·00	
	Dambulla to Trincomalee ...	68·00	
			189·00
(2) *Viâ* Kurunégala and Maradankadawala.	Colombo to Polgahawela ...	45·50	
	Polgahawela to Maradankadawala ...	62·00	
	Maradankadawala to Trincomalee ...	66·00	
			173·50

14. The distance from Colombo to Jaffna *viâ* Kurunégala and Dambulla is thus 29 miles shorter than *viâ* Mátalé, while the distance *viâ* Kurunégala and Maradankadawala is 34½ miles shorter.

15. The distance from Colombo to Trincomalee *viâ* Kurunégala and Maradankadawala is 15½ miles shorter than *viâ* Mátalé.

16. The number of miles of railway to be constructed is :—

	Miles.
Mátalé to Jaffna ...	189·50
Polgahawela to Jaffna *viâ* Maradankadawala ...	201·50

On the Mátalé route, therefore, there is 12 miles less to be constructed.

17. The cost of construction of the routes is shown below. We have estimated the cost per mile on the Polgahawela-Maradankadawala-Jaffna route at Rs. 42,000, including rolling stock. For the Mátalé-Dambulla section we have estimated the cost at Rs. 125,000 per mile, *i.e.*, a third less than the actual cost of the existing Mátalé line. But even making this deduction the following results are obtained :—

C.—*Cost of Construction.*

		Rs.
Mátalé-Jaffna	Mátalé to Dambulla, 29 miles, at Rs. 125,000 ...	3,625,000
	Dambulla-Anurádhapura-Jaffna, 160·50 miles, at Rs. 42,000	6,741,000
		10,366,000
Polgahawela Kurunégala-Maradankadawala-Jaffna	Polgahawela-Kurunégala-Maradankadawala - Anurádhapura-Jaffna, 201·50 miles, at Rs. 42,000 ...	8,463,000

being a difference in favour of the latter route of Rs. 1,903,000, or nearly two million rupees.

18. On the question, then, of route, we agree with the Select Committee of the Legislative Council, the Railway General Manager, and the representative public men who memorialised Government on September 25, 1889, in giving decided preference to the route *viâ* Polgahawela and Kurunégala, and we are further of opinion that the extension beyond Kurunégala towards Anurádhapura, if made *viâ* Maradankadawala, will better serve the interests of this and the North-Central Province and of the Island generally than if made *viâ* Dambulla.

19. Should it be found expedient, a branch line may later on be opened connecting Mátalé with the main northern line.

II.—Polgahawela-Kurunegala Section.

20. The statistics of traffic furnished in February, 1888, by the then Government Agent of Kurunégala to the Select Committee of the Legislative Council appear to have had great weight with them, and to have contributed to their adverse decision. But the statistics have been found to be altogether inaccurate, and to do scant justice to the wealth and resources of the Kurunégala district.

21. It is due to the Government Agent to state that he was obliged to collect the information hurriedly, and that he was far from satisfied with the result. He reported to the Select Committee that "the attempt to secure from the traders any reliable information had not been very successful," and he specially requested that the General Manager of the Railway be applied to for more trustworthy information Unfortunately this was not done, and the General Manager, in reporting to the Select Committee on the probable traffic, based his conclusions on the Government Agent's figures, though he had in his own office information which would have shown them to be inaccurate.

° Junction of roads. † Jaffna Fort.

22. *Goods : Down Traffic.*—The difference between the Government Agent's estimate of the traffic from Polgahawela to Kurunégala and the General Manager's return of the actual traffic is clearly shown in the following table :—

D.—*Down Goods Traffic.*

Description of Goods.	Government Agent's Estimates.	Railway Receipts. 1888.	Railway Receipts. 1889.
	Tons.	Tons.	Tons.
Cocoanut ...	300	775	519
Cocoanut oil	500	902	531
Copperah ...	150	298	99
Plumbago ...	1,200	4,838	7,445
Sundries ...	750	2,918	3,239†
Timber ...	Cannot be ascertained...	240	415
Salt ...	1,200	270	89
Tobacco ...	40	—	32
Total ...	4,140	10,241	12,369

23. The goods actually sent by rail out of this district at Polgahawela were thus three times the Government Agent's estimate. His figures will be still wider of the mark if the local traffic on the section is added, which cannot be less than 1,000 tons, this part of the district being thickly populated.

24. The difference between the Government Agent's estimate and the railway figures in respect of salt represents the approximate difference between the salt received from Puttalam into this district and the salt actually leaving it by rail, the balance being consumed in the district or sent into the Central Province by cart *viâ* Kurunégala and Galagedara. All the salt for the Central Province will be loaded in the train at Kurunégala when the line reaches this town.

25. For the Kurunégala-Polgahawela section, therefore, an addition should be made to the General Manager's figures of 1,000 tons of salt for the Central Province and 1,000 tons of goods for the local traffic.

26. *Goods: Up Traffic.*—As to the goods received at Polgahawela by rail for this district, the General Manager's returns show the total tonnage for the year 1889 to be 5,463 tons and for 1888 6,345 tons, as against 6,379 tons shown by the Government Agent as the tonnage despatched. The Traffic Manager has on our application furnished us with the particulars of the classification of the goods for the year 1889.

27. The following table E shows side by side the Government Agent's estimate and the actual railway traffic according to the General Manager :—

E.—*Up Goods Traffic.*

	Articles.	Government Agent's Estimate.	Actual Railway Receipts at Polgahawela. 1889. Tons.	1889. cwt.	1888.
	Rice	6,000	2,498	0	
First class goods	Cloth	75	428	19‡	
	Oilmanstores	15			
	Cigars	1			
	Arrack	56	188	19	
Second class goods	Wheat flour	12	1,341	18§	
	Hard and hollow ware	20			
	Sundries	200	1,006	5‖	
		6,379	5,463	1	6,345

28. Taking 5,900 tons as the average for the years 1888, and 1889 according to the General Manager we should add about 1,000 tons for the local traffic between Polgahawela and Kurunégala and about 200 tons to represent the arrack now brought into the district from Negombo by cart, which it is well known is far in excess of the arrack brought by rail to Polgahawela. With direct railway communication to Kurunégala town, the arrack renters will no doubt find it cheaper and more convenient to send all their arrack by rail from Pánaduré and Kalutara.

29. The following table F, based solely on the railway returns, shows the tonnage of goods received at, and forwarded from, Polgahawela during the years 1888, 1889, and the first half of 1890 :—

F.—*Up and Down Goods Traffic.*

	Received at Polgahawela. Tons.	Forwarded from Polgahawela to other Stations. Tons.	Total. Tons.
1888 ...	6,345	10,241	16,586
1889 ...	5,463	12,369	17,832
First half of 1890 ...	2,602	6,828	9,430

30. The yearly average of the up and down goods traffic for the two and a half years ended June 30, 1890 is thus †7,793 tons.

31. The reduction in the goods received in the district is due to the increase of grain, cocoanut, and other cultivation in the district, which has enabled the inhabitants to supply themselves with the necessaries of life and to be less dependent on external help.

* Taken from the General Manager's Administration Reports. The figures given are the goods received at Polgahawela for despatch by railway, and it has been ascertained that no goods are received at Polgahawela from the Kégalla district.

† According to information which the General Manager has kindly supplied us, this item includes 207 tons of rice, 115 of tea leaves, 16 of tea, 79 of cacao, 28 of manure, 28 of coffee, 75 of poonac, 3 of cardamoms, 7 of cotton, and 2,626 tons of "other" second class goods—which on inquiry we learn consisted of plantains, arecanuts, betel, gingelly seed, green peas, ranawara bark, jute, vegetables of all kinds, horns, hides, paddy, tamarind, jaggery, &c

‡ These figures include cloth, oilmanstores, cigars, and other first class goods.

§ These figures include wheat flour and hard and hollow ware and other second class goods

‖ All other articles not enumerated in this list, and not included under the heads of first or second class goods, are included in this term ; namely, staves 375 tons, poonac 363 tons, tea 6 tons 4 cwt., tea leaf 4 cwt., tobacco 18·2, beer 1, tea lead and shooks 32·14, manure 27·15, coffee 2·3, cocoanut 9, cocoanut oil 1·10, copperah 12·14, third class goods 79·15, timber 7·5.

32. *Passenger Traffic.*—There are at present a double horse coach, a single horse coach, a bullock coach, and eight hackeries plying daily, carrying passengers between Polgahawela and Kurunégala. This is an increase of six hackeries and a horse coach since the Government Agent's report of February, 1888. The average number of passengers was estimated by him at 100 per diem. This is certainly far below the mark.

33. As the Government Agent himself pointed out, "the Polgahawela road runs through an almost uninterrupted line of villages well populated, and the town of Kurunégala is itself surrounded with a cluster of well populated villages," and the Courts and Kachchéri and other public offices daily draw hundreds of suitors. Small villages, such as Wadduwa, Lunawa, and Dehiwala on the Seaside line supply as many as 150 to 180 passengers per diem. 450 to 500 passengers a day would be a modest estimate for this section. There is little doubt that the number will soon be doubled. To this must be added 40,000 pilgrims to and from Anurádhapura between the months of April and July.

34. Neither the Government Agent nor the General Manager has taken into account the cattle that are sent from this district and through it from the Anurádhapura district to the Western and Central Provinces. It is well known that the Kurunégala and Anurádhapura districts mainly supply the markets at Colombo and Kandy, and that large numbers of men are now employed in taking cattle to those markets from these districts. Nearly all the live stock now goes by road, as Polgahawela is out of the way. A railway station at Kurunégala is sure to attract the traffic. The resources of the district in this respect are almost inexhaustible owing to its vast pasture grounds, and the traffic is capable of indefinite expansion.

35. We have no means of ascertaining how many head of cattle or other animals leave the district for the Colombo and up-country markets. We find that at the Kandy Municipal slaughter house were slaughtered in 1887 4,458 cattle and 3,780 sheep and goats, and in 1888, 3,964 cattle and 3,952 sheep and goats. Taking 4,000 cattle and 4,000 sheep and goats as the average for Kandy, the number slaughtered at Colombo ought proportionately to population to be six times as many, but taking it at five-fold the probable number slaughtered at Colombo will be 20,000 cattle and 20,000 sheep in the year. Add to this the large number of draught cattle and milch cows with calves that leave the district, and it would be probably within the mark to state that 7,500 cattle pass from or through this district to Colombo and up-country.

36. *Total Traffic.*—The traffic that will be thrown on the Polgahawela-Kurunégala section as soon as it is opened may therefore safely be put down as follows :—

G.—*Total Traffic.*

Up Traffic.		
Cocoanut	1,200	
Cocoanut oil	850	
Copperah	350	
Plumbago	7,500	
Timber	450	
Salt	1,200	
Tobacco	50	
Sundries	3,500	
		15,100
Down Traffic.		
Rice	3,000	
Cloth, Oilmanstores, Cigars, &c.	600	
Arrack	300	
Wheat flour, hard and hollow ware	1,600	
Sundries	1,200	
		6,700
		21,800
Passengers to and fro.		
Ordinary	175,000	
Pilgrims	40,000	
		215,000
Cattle, head of		7,500

37. *Gross Receipts.*—The value of the above traffic is shown in the following table :—

H.—*Gross Receipts.*

	Tons.	Rate per Ton.* Rs.	Amount. Rs.	c.
Up.				
Cocoanuts	1,200	1·40	1,680	0
Copperah	350	1·40	490	0
Cocoanut oil ...	850	1·40	1,190	0
Plumbago	7,500	0·95	7,125	0
Sundries	3,500	2·85	9,975	0
Timber	450	1·10	495	0
Salt	1,200	1·90	2,280	0
Tobacco	50	1·90	95	0
Down.				
Rice	3,000	1·90	5,700	0
Cloth, oilmanstores ... / Cigars	600	2·85	1,710	0
Hard and hollow ware ... / Wheat flour ...	1,600	1·90	3,040	0
Arrack	300	1·90	570	0
Sundries	1,200	2·85	3,420	0
	21,800		30,360	0

* Adopted from the General Manager's estimate (Sessional Paper VIII. of 1889, page 14).

	Tons.	Rate per Truck. Rs.	Amount. Rs. c.
Cattle	75,000	... 2·75 ...	3,437 50
Passengers.			
Up and Down ...	175,000		
Pilgrims	40,000		
	215,000 at 30 cents	...	64,500 0
Parcels, horses, carriages, dogs, &c.*		... ...	3,000 0
			101,297 50

38. *Cost of Construction.*—From inquiry we have reason to believe that, including rolling stock, a mile of railway between Polgahawela and Kurunégala may be constructed at Rs. 42,000. The cost of constructing the 12 miles from Polgahawela to Kurunégala would then be 504,000 0

39. *Working Expenses.*—According to the General Manager (Sessional Paper VIII. of 1889, p. 16), taking two trains each way on week days and one train each way on Sundays, a mile of railway will cost on account of locomotives, carriages, waggons, and guards 1,749 24

The total fixed charges for maintenance, traffic charges, police, telegraph, and general charges, will amount to 3,370 0

Making the total working expenses of a mile of railway per annum ... 5,119 24

40. *Net Profit.*—The total working expenses for the 12 miles from Polgahawela to Kurunégala is, at Rs. 5,120 per mile 61,440 0

The income of the line as shown in para. 37 is 101,297 50

Net profit ... 39,857 50

being almost *eight* per cent. on the capital. This percentage will certainly be doubled when the line is extended to catch the northern traffic.

41. Even if three per cent. be deducted for unforeseen contingencies, there can be no reasonable doubt that the Polgahawlea-Kurunégala section will yield at once five per cent. interest on the capital after meeting all working expenses.

42. We think, therefore, that there ought to be no hesitation in opening the line from Polgahawela to Kurunégala, whatever opinions may be entertained of the expediency of extending it beyond Kurunégala, or of the merits of the different routes to Jaffna. This section stands on its own merits, and should be undertaken without delay, independently of any other scheme. But we have also shown, as we think satisfactorily, in the first part of this report, that the extension northwards to Jaffna, when decided on, should, in the interests of the Island, be made from Kurunégala.

III.—Kurunégala-Anurádhapura Section.

43. In regard to the traffic on the Kurunégala-Anurádhapura section, we have unfortunately no such accurate statistics as we had in dealing with the Polgahawela-Kurunégala section. Our estimate of the traffic must therefore to a great extent be conjectural. We have, however, carefully sifted such information, official and unofficial, as we could get, and checked it by information derived from officers specially appointed to watch the traffic on the main roads during some months.

44. The traffic north of the Kurunégala town proceeds chiefly on the road *viâ* Balalla and the road *viâ* Dambulla. By an unfortunate error, the Government Agent, in his report to the Select Committee of the Legislative Council, quite overlooked the traffic on the former road, and showed only the traffic on the Dambulla road, and this traffic again he altogether erroneously estimated at 30 tons a year.

45. On the Balalla road is carried on a daily increasing trade with the North Central Province, which sends into this district large quantities of rice and fine grain, and receives back large supplies of cocoanuts, betel, arecanut, plantains, and other vegetables, salt fish, Maldive fish, curry stuffs, cloth, tobacco, jaggery, hard and hollow ware, &c. The requirements of the population of the Wanni hatpattu and, in part, of the Hiriyala hatpattu, of this district are also supplied by the traffic on this road, while along it pass timber and other forest produce on their way to Kurunégala and Colombo, and far the greater number of the cattle that leave this and the Anurádhapura district for Colombo.

46. The timber traffic along this road is likely to increase considerably when the railway is opened. In the south-eastern portion of the Anurádhapura district, and within a radius of 20 miles of Maradankadawala, are extensive forests from which timber has now to be sent by cart to Mátalé (a distance of 40 miles) and by train to Colombo, or more often carted to Trincomalee and thence transported by sea to Colombo. All this timber will naturally be attracted to the railway between Kurunégala, Maradankadawala, and Anurádhapura.

47. The passenger traffic on this section we estimate at about 200 a day, and the pilgrim traffic during the season at 40,000.

48. The total Balalla road traffic is shown below in table I., and is in our opinion likely to be at once attracted to this section of the railway :—

I.—*Traffic on the Kurunégala-Balalla-Anurádhapura Road.*

	Tons.	
Rice	750	
Fine grain	500	
Cocoanuts	750	
Copperah	100	
Cocoanut oil	100	
Betel	100	
Arecanuts	100	
Timber	1,000	
Salt	150	
Tobacco	100	
Cloth	200	
Plantains and other vegetables	100	
Sundries	1,000	
		4,950
Passengers.		
Ordinary	60,000	
Pilgrims	40,000	
		100,000
Cattle, head of		6,000

* This is the amount realised in 1889 at Polgahawela under these heads.

49. The traffic passing on the Dambulla road is mainly to and from the plumbago pits. Owned by enterprising Sinhalese capitalists, and employing about 5,000 men, mostly natives of the maritime districts, these pits are full of life and bustle, and present an interesting picture of native industry, hardly to be rivalled in any other part of the Island. This colony of pitmen obtains from and through Kurunégala town large supplies of rice, cocoanuts cocoanut oil, curry stuffs, salt fish, Maldive fish, cloth, betel, arecanuts, and other necessaries. The output of the pits is now about 10,000 tons yearly. Last year they sent 7,445 tons of plumbago by train to Colombo.

50. This part of the district contains, moreover, a fairly large indigenous population, who draw their supplies from Kurunégala town and send to it for despatch to Colombo and up-country, plantains and other garden produce jute, gingelly seed, ranawara bark, green peas, jaggery, horns, and hides, &c. Along this road, too, pass large quantities of timber from private and Crown forests, and numbers of cattle on their way to Kurunégala and Colombo.

51. The traffic on this road is not far short of 12,000 tons, as will be seen from the following table J :—

J.—*Traffic on the Kurunégala-Dambulla road.*

	Tons.	
Down.		
Cocoanuts	500	
Cocoanut oil	150	
Rice	1,000	
Arecanuts	50	
Betel	50	
Arrack	50	
Salt	150	
Cloth	150	
Sundries	750	
		2,850
Up.		
Plumbago	7,500	
Plantains	500	
Other garden produce...	100	
Timber and other forest produce	300	
Tobacco	50	
Jute	50	
Sundries	100	
		8,600
		11,450
Passengers.		
Ordinary up and down	60,000	
Pilgrims	30,000	
		90,000
Cattle, head of		1,500

52. The railway from Kurunégala to Anurádhapura cannot, however, expect to secure any important part of this traffic. It is mainly supplied, as we have said, by the plumbago pits which are situated about 16 miles from the Kurunegala town and about 8 miles from the proposed Dambulla line and 12 miles from the proposed Maradankadawala line. Beyond the 16th mile there is hardly any traffic at present, and no likelihood of much development of traffic owing to the rugged character of the country. The traffic between the pits and the Kurunégala town will continue to be conveyed by carts unless the railway is carried through the hills to the mouth of the pits. This we cannot recommend. The line would probably never pay. The cost of construction will be at least doubled, and the line will lose the whole of the Balalla road traffic which, though now less than the traffic on 16 miles of the Dambulla road, is capable of great development.

53. Of the traffic shown in table J, the railway from Kurunégala to Anurádhapura will probably secure about 1,500 tons of goods traffic and 50,000 passengers and 1,500 head of cattle, in addition to the whole of the Balalla road traffic shown in table I.

54. The traffic that the Kurunégala-Anurádhapura section of railway may in our opinion count on, as soon as the line is opened, is shown in the following table K, together with its value to the railway :—

K.—*Total Local Traffic, Kurunégala-Maradankadawala-Anurádhapura Section.*

Goods.	Tons.	Rate.* R. c.	Amount. Rs. c.
Rice	1,000	10 92	10,920 0
Fine grain	550	10 92	6,006 0
Cocoanuts	850	8 5	6,842 50
Copperah	100	8 5	805 0
Cocoanut oil	125	8 5	1,006 25
Arecanuts and betel	250	16 39	4,097 50
Timber	1,250	6 32	7,900 0
Salt	200	10 92	2,184 0
Tobacco	125	10 92	1,365 0
Cloth	250	16 39	4,097 50
Plantains and other vegetables ...	450	16 39	7,375 50
Sundries	1,300	16 39	21,307 0
	6,450		73,907 25
Passengers, 150,000, at Re. 1 ...		...	150,000 0
Cattle, 7,500, at Rs. 15·81 per truck		...	19,762 50
Parcels, horses, carriages, dogs, &c.		...	10,000 0
			253,669 75

55. The working expenses of the section at Rs. 5,120 per mile for the sixty-nine miles amount to Rs. 353,280. The estimated receipts of the railway from local traffic, as shown in the table K, are Rs. 253,669·75.

* This has been calculated at 5¾ times the rate for the Polgahawela-Kurunégala section, the distance of the sections being 9 and 12 miles respectively.

56. But when the line reaches Anurádhapura, or even Maradankadawala, there is no doubt that the through traffic between Jaffna and the Western and Central Provinces will be thrown upon the railway, as well as the immigrant cooly traffic between Mannár and the planting districts. The coolies who passed along the North road numbered 75,150 in 1887 and 80,526 in 1888, and it is believed that a still larger number passed in 1889. We have no means of ascertaining what the through traffic between Jaffna and the Western and Central Provinces is. The present traffic has been estimated by competent authorities at 13,000 tons of goods traffic and 300 passengers per day (Sessional Paper XXXII. of 1889, page 4).

57. This traffic being added, the following results are obtained :—

L.—*Total Receipts and Expenses and Net Profit, Kurunégala-Maradankadawala-Anurádhapura Section.*

	Rs.	c.
Total receipts from local traffic as per table K	253,669	75
Immigrant coolies : 80,000, at $1\frac{1}{16}$ cent per mile per head, for 69 miles...	57,600	0
Through traffic between Jaffna and the Western and Central Provinces—		
Goods, 13,000 tons, at Rs. 12	156,000	0
Passengers, 109,500, at Re. 1·72½	188,887	50
	656,157	25
Deduct working expenses	353,280	0
Leaving a profit of	302,877	25
On the cost of construction, which is for 69 miles, at Rs. 42,000 per mile	2,898,000	0

thus leaving a clear profit of over 10 per cent.

IV.—Resources of the Kurunégala District.

58. In estimating the traffic for the railway from Polgahawela *viâ* Kurunégala and Maradankadawala to Anurádhapura, we have not taken into consideration the development which may reasonably be expected to occur in the traffic. No other district of the Island has such vast undeveloped resources. It is 1,840 square miles in extent with a population of 220,000. The cultivated acreage, including excellent pasturage, is estimated at 418,600 acres, and the uncultivated acreage at 759,000 acres, far the greater part of which is forest and cultivable land.

59. The district does not depend on fluctuating industries. Coffee has almost ceased to exist, and is estimated at 672 acres as against 13,164 in 1885. Tea is still in its infancy, being represented by 743 acres. Cacao makes slow progress—2,300 acres against 1,865 acres five years ago. Tobacco is more promising: though its systematic cultivation was only recently commenced, at least 5,000 acres are estimated to be now under cultivation. Cotton has just been introduced, and finds a congenial soil in many parts of the district.

60. But the mainstay of the district is its rice, cocoanut and garden produce, plumbago, timber, and cattle. At the end of 1889 there were, according to the official returns, 66,233 acres of rice yielding 1,639,839 bushels, and 31,983 acres of fine grain with a yield of 255,363 bushels. This acreage will be considerably increased with the increased attention now paid to the restoration and maintenance of irrigation works. The railway will pass through rich land irrigable by the Deduru-oya irrigation works which are now in progress, and is sure to benefit by the increased yield of these vast tracts, not to speak of the crops which the villages along the Kalawęwa Yodi-ęla must in a short time send down when the railway supplies them with facilities for transport. Already home-grown rice is seeking an outlet from this district. In 1889 as much as 207 tons of rice was despatched from this district by train from Polgahawela.

61. The plumbago traffic has increased by leaps and bounds, and the output is now 10,000 tons a year. The timber trade is sure to receive vigorous impetus from the railway. The headquarters of the Forest Department have recently been transferred to this district from Puttalam Nearly all the timber sent out of the district till now was the growth of private forests. Large tracts of virgin forests are still in the hands of private owners, but the heavy cost of transport deters them, as it deters the Forest Department, from active operations. Large Crown forests, such as Kalugalla with 2,000 acres of valuable timber and Pallekele with 25,000 acres, lying in the vicinity of the proposed railway, remain unutilised. With cheap transport, such as only the railway can supply, the timber of these forests will soon be brought to the Colombo market, as well as the timber of the forests on the south-eastern portion of the Anurádhapura district, which has now to find its way slowly and at prohibitive charges to Colombo *viâ* Mátalé and *viâ* Trincomalee.

62. The cattle that now pass from this district or through it from Anurádhapura to the Colombo and up-country markets are estimated to be not less than 7,500 head. It takes five days' journey and two or three men to drive half a dozen head to Colombo, and the expense and risks *en route*, great as they are, have not checked the trade which is daily increasing. With rapid and cheap railway communication between the markets and the districts where the cattle are reared, the trade will thrive more vigorously than ever.

63. The same may be said of plantains and other garden produce, for which there appears to be great demand in the Colombo and up-country markets, and which grow well and in abundance in this district. Notwithstanding the distance of the journey and the time taken in transport by cart, and the liability of these articles to deteriorate, there is a flourishing trade in them.

64. During the last year (1889) there was an increase of 13,000 acres in the extent of land under cocoanut cultivation in the district—eloquent testimony to the growing prosperity of the district. The soil is in most parts peculiarly suited to cocoanuts. The acreage under cocoanut cultivation at the end of 1889 was estimated at 63,776 acres, of which over one-third was planted within the last five years. When these thousands of acres come into bearing, not to mention the acres that are even now being bought and rapidly planted, the prosperity of the district will be assured for years to come.

65. With these cheering facts before us, we think we may reasonably look forward to a bright and prosperous future for the railway passing through this district

V.—Recapitulation.

66. We trust we have now established—

I.—That the best route for the extension of the railway northwards to Jaffna is *viâ* Polgahawela, Kurunégala, Maradankadawala, and Anurádhapura.

II.—That the Polgahawela-Kurunégala section of railway will pay at once from local traffic a net profit of eight per cent., which will be more than doubled when the through northern traffic is thrown upon it, and that this section stands on its own merits and should be undertaken at once, whatever opinions may be entertained of extending the line beyond Kurunégala or of the merits of the different routes to Jaffna.

III.—That the Kurunégala-Maradankadawala-Anurádhapura section will not have sufficient local traffic to pay its working expenses at present, but that, with the through northern traffic which must inevitably be thrown on it, it will probably pay a net profit of ten per cent.

IV.—That both sections may count on a great increase of local traffic when the vast undeveloped resources of this district are opened up.

V.—Exception may perhaps be taken to our estimate for the cost of construction of the line. We do not believe that the actual cost will exceed our estimate of Rs. 42,000 per mile. Even should it be largely exceeded, a return exceeding five per cent. may be expected at once.

67. We annex a map of the Kurunégala district, which will facilitate the study under its various aspects of the question which we have discussed in this report.

On behalf of the Kurunégala Railway Committee,

C. A. MURRAY,
Acting Govt. Agent, N.-W. P., Chairman.

Kurunégala, October 15, 1890.

MEMBERS OF THE COMMITTEE.

P. Arunachalam, Acting District Judge, Kurunégala.
F. Goonetileke, Mudaliyár.
E. G. Goonewardena, Proctor of the Supreme Court.
C. P. Markus, Proctor of the District Court of Kurunégala.
F. H. Modder, Proctor of the District Court of Kurunégala.
Ena Magudu Muhammadu, Merchant.
H. L. Ward, Chief Surveyor, N.-W. P.
W. Wrightson, Provincial Engineer, N.-W. P.
K. M. Nalla Karuppan Chetty, Merchant.
P. B. Palipane, Ratemahatmaya.
J T. Rodrigo, Head Clerk, Kurunégala Kachchéri.
Rev. A. Roux, O.M.I., Missionary Apostolic.
G. Schokman, Proctor of the Supreme Court.
Joseph de Silva, Mudaliyár.

No. 82.—The SECRETARY, Northern Railway Commission, to the Assistant Government Agent, Kegalla.

Colombo, November 3, 1890.

SIR,—UNDER instructions from the Chairman of the Commission on Railway Extension Northwards, I have the honour to call your attention to page 4 of the report made by the Kurunegala Railway Committee (copy enclosed, which please return), and to request you to be good enough to state what quantity of goods and passenger traffic to and from the Kegalla side of the existing line is, in your opinion, dealt with at Polgahawela station.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 83.—The ASSISTANT GOVERNMENT AGENT, Kégalla, to the SECRETARY, Jaffna Railway Commission.

No. 1,113.

Kégalla Kachchéri,
November 13, 1890.

SIR,—IN reply to your letter No. 48 of the 3rd instant, I have the honour to annex an approximate estimate of the goods and passenger traffic at Polgahawela to and from Kégalla district

2. The note at page 4 of the report, to which you refer, had already attracted my attention; and I should be glad to know from whom and how "it has been ascertained that no goods are received at Polgahawela from the Kégalla district."

3. The enclosure of your letter is herewith returned.

I am, &c.,
F. H. PRICE,
Assistant Government Agent.

Estimate referred to.

Down Goods Traffic.—One-sixth of the total quantity of goods despatched from Polgahawela annually: about 1,900 tons.

Up Goods Traffic.—One-sixteenth of the total quantity of goods unloaded at Polgahawela annually: about 340 tons.

Passenger Traffic.—One-tenth of the passenger traffic at Polgahawela station.

No. 84.—Memorandum from the DIRECTOR OF PUBLIC WORKS, *re* saving on Upkeep of Polgahawela-Kurunégala Road when Railway is opened.
(See 391, page 12 of Evidence.)

Colombo, December 14, 1890.

Provided the traffic is diverted from the road to a railway from Polgahawela to Kurunégala, the saving in cost of maintenance on the road would be at least Rs. 4,800 per annum.

R. K. MACBRIDE.

No. 85.—Classified List of Goods forwarded from and received at Polgahawela during 1888 and 1889, furnished by the General Manager.

Description.	1888. Forwarded from Polgahawela. Tons cwt.	1888. Received at Polgahawela. Tons cwt.	1889. Forwarded from Polgahawela. Tons cwt.	1889. Received at Polgahawela. Tons cwt.
First class goods	27 9	384 13	28 16	428 19
Rice	15 11	3,047 1	206 17	2,498 19
Tea	64 5	0 9	15 14	6 4
Tea leaf	—	—	115 10	0 4
Arrack	—	166 12	0 9	188 18
Salt	270 6	28 4	89 11	8 14
Cinnamon	—	—	0 7	—
Cacao	60 0	—	78 13	—
Cardamoms	1 17	—	3 9	—
Tobacco	—	—	32 5	18 2
Beer	—	—	—	0 1
Tea lead and shooks	—	3 7	—	32 14
Manure	4 0	27 0	27 11	27 15
Plumbago	4,838 13	—	7,448 16	—
Other second class goods	2,646 19	2,350 9	2,626 13	1,341 18
Cinchona	0 3	—	0 11	—
Coffee	92 10	3 3	28 2	2 3
Cocoanut	775 15	13 2	519 14	0 9
Cocoanut oil	902 16	—	531 14	1 10
Copperah	298 10	1 13	99 6	12 14
Poonac	—	140 10	75 2	363 3
Staves	—	—	10 12	374 14
Third class goods	—	109 12	—	79 15
Timber	240 18	—	416 7	7 5
Cotton	—	—	7 5	—
Total	10,239 12	6,275 15	12,363 4	5,394 1
Railway material	1 13	69 13	5 18	69 11
Total	10,241 5	6,345 8	12,369 2	5,463 12

Colombo, November 10, 1890.

W. T. PEARCE,
General Manager.

No. 86.—Statement furnished by the General Manager of the Railway, showing the Coaching Traffic of Polgahawela Station during 1889, and the Revenue it would have earned if it had been carried over the Kurunégala Section, at Main Line Rates.

Class.	Passengers booked to Polgahawela during 1889.	Passengers booked from Polgahawela during 1889.	Total.	Rate between Polgahawela and Kurunegala.	Amount.	
Passengers.	No.	No.	No.	Rs. c.	Rs. c.	
First Single	86	88	174	0 96	167 4	
Second Single	458	446	904	0 64	578 56	
Third Single	23,624	25,237	48,861	0 32	15,635 52	
Coolies	953	1,029	1,982	0 13	257 66	
First Return	62	59	121	1 44	174 24	
Second Return	480	405	885	0 96	849 60	
Third Return	1,876	2,408	4,284	0 48	2,056 32	
						Total—Rs 19,718·94
Parcels.						
Average weight 25 lb. calculated at the rate of 10 to 20 lb	4,480	4,769	9,249	0 20	1,849 80	
Horses.						
Calculated at the rate of 1 horse	52	31	83	1 50	124 50	
Carriages.						
Calculated at the rate of 1 carriage	18	13	31	2 25	69 75	
Dogs	56	61	117	0 25	29 25	
						Total—Rs 2,073·30
						Total—Rs. 21,792·24

This does not include any allowance for Mails.

W. T. PEARCE,
General Manager

No. 87.—The Hon. the COLONIAL SECRETARY to the CHAIRMAN, Northern Railway Commission.

Colonial Secretary's Office,
Colombo, August 1, 1890.

SIR,—I AM directed to forward to you, for the information of the Select Committee of the Legislative Council appointed to consider and report on the question of Railway Extension to the North, the enclosed petition presented to His Excellency the Governor on his recent tour to the Northern Province, by the Chairman and Members of a Committee appointed at a public meeting to urge railway extension to Jaffna.

I am, &c.,
G. D. THOMSON,
for Colonial Secretary.

No. 87 A.—Enclosure in No. 87.

To His Excellency Sir ARTHUR ELIBANK HAVELOCK, K.C.M.G., Governor of Ceylon, &c.

MAY IT PLEASE YOUR EXCELLENCY,—WE, the undersigned, appointed a Committee at a large representative meeting held in Jaffna on November 14, 1885, for the purpose of obtaining railway extension to the north, beg to approach your Excellency in fulfilment of the trust reposed in us by the public.

We feel very grateful for this early visit, and while thanking your Excellency for thinking of us so soon after your arrival, we wish you a most hearty and loyal welcome to our poor town.

This visit, hasty though it necessarily is, makes us rejoice to think that the north for the future is going to be considered and treated as a portion of the Colony. It will be no longer called, as it has been called, the *quarantine* for the Island. That species of leper settlement, which goes by the name of Wanni, will cease to exist, and health and comfort brought to now wretched homes. The north is not known, because it is cut off from the rest of the Island. It is so far removed from the centre of Government, that the cry of its people does not always reach the capital. This is why we feel so happy and hopeful, when the first representative of Her Majesty amongst us condescends to come to see us and hear our wants from ourselves.

The wants of Jaffna are many, but we beg to submit that, in our humble opinion, there is no measure which will remove at once so many of our grievances as the joining of the north and the south by means of a railway. We pray then for a railway to Jaffna, (firstly) to procure an outlet for the ever increasing population of the peninsula. Land owned by a single person fifteen or twenty years ago is now divided between six or seven if not more. The number of the inhabitants has increased and is still increasing, while the area ever remains the same. The interior, the Wanni, if opened up by a railway, would give immediate relief to conjested districts. We pray for a railway (secondly) to facilitate cultivation and trade by throwing open the interior of the Wanni to willing workers and traders, and if a branch line to Mannár be made at the same time as the railway to Jaffna, we have no hesitation in stating that it will pay at once. We think that our esteemed Government Agent can bear us out in this point.

We pray for a railway (thirdly) to give the Government a means, and the only means, of making the policy of irrigation a success. Over four-hundred tanks (some of them the largest known) have been built or repaired in the districts through which the proposed railway is to run. Up to the present, the return to Government on irrigation works has been scant indeed. Supplement them by a railway, and they are certain to be a source of continual revenue to the Government.

We pray (fourthly) in order to help the Indian coolies to get quickly and safely to their journey's end, and thus prevent the people of the north from periodic visitation of cholera. The passage for the coolies along the North Central road is marked by heart-rending desolation of ruined homesteads and abandoned villages.

We pray (fifthly) because we have so many intelligent, disinterested, philanthropic gentlemen of Colombo pleading our cause. All the Unofficial Members of the Legislative Council, all the Editors of the newspapers, and many other benefactors, when they heard of the state of the north last year, consented of one accord to waive projects dear to them, and go in a body to ask Government to do this act of *justice* and *charity* to the north, namely, to join it with the metropolis by a railway. And here, by way of parenthesis, we would beg to call your Excellency's attention to memorials addressed to Sir A. H. Gordon, copies of which we have had the honour of forwarding to your Excellency. We annex two maps prepared for your Excellency's special attention.

We pray (sixthly) for a railway with all the earnestness of our souls, in order to come to the speedy rescue of the fast disappearing population of the Wanni.

And lastly we pray your Excellency to begin this humane and remunerative undertaking, feeling confident that, before the term of your office expires, you will be able to witness the completion of the railway to Jaffna, which will be at once the resurrection of the north and the advancement of the Colony.

And the undersigned as in duty bound shall ever pray.

C. H. LYTTON, O.M.I., and others.

Jaffna, July 17, 1890.

No. 88.—The Hon. the COLONIAL SECRETARY to the CHAIRMAN, Northern Railway Commission.

Colonial Secretary's Office,
Colombo, October 23, 1890.

SIR,—I AM directed to refer to you, for submission to the Jaffna Railway Commission, the enclosed memorial from the Honorary Secretary, Jaffna Railway Committee, together with a copy of the memorial therein referred to from the inhabitants of Mannár.

I am, &c.,
H. W. GREEN,
for Colonial Secretary

No. 88 A.—Enclosure in No. 88.

To His Excellency Sir A. E. HAVELOCK, K.C.M.G.

Jaffna, October 13, 1890.

MOST RESPECTFULLY SHOWETH,—THAT your memorialists beg to express their heartfelt gratefulness to Your Excellency for your solicitude to advance and make prosperous the inhabitants of the Northern Province, as shown by the encouraging and hopeful reply which Your Excellency was pleased to give the memorialists during your visit to Jaffna.

2. While fully appreciating the benefits intended to accrue to the people of the north on the completion of the restoration of the Giant's Tank, the memorialists would however venture to submit that such a costly scheme will not be a success until easy means of communication and transport between the area under the tank and the centres of the population is first provided.

3. Before Your Excellency sanctions the large outlay on the Giant's Tank, your memorialists would beg of you to consider the advisability of such a step which may indefinitely postpone the railway to the north, which, when opened, will feed the existing irrigation works as well as those now in contemplation, and therefore should, in the humble opinion of the memorialists, have precedence over the Giant's Tank. They should not conceal from Your Excellency their fear—a fear but too well grounded—that after the restoration of the Giant's Tank, and in the absence of a railway, cholera would be permanently introduced into the Province with the result of its becoming endemic.

4. In this connection the memorialists would call Your Excellency's attention to the able report of Mr. Parker on the restoration of the Giant's Tank (see Sessional Papers, 1881), from which we gather the following :—

That when the tank is completed nearly 50,000 acres of land can be brought under full irrigation, of which, without labour from outside, only 3,555 acres can be regularly cultivated by the people of the villages under or in the neighbourhood of the tank. "The question of a labour supply is therefore an important one." Alluding to, and admitting the slow rate at which land has been bought under other tanks, he thinks the circumstances are very different as regards the Giant's Tank, and enumerates in page 29 of his report all that can be said in favour of this great work, amongst which he mentions, "the presence of an over-abundant population" in Jaffna, and that the district is comparatively healthy.

5. Your memorialists, while admitting the presence of a ready, willing, and over-abundant population in Jaffna, cannot agree with Mr. Parker in his view of the comparative healthiness of the place. The people know to their cost what it is The tank is situated in the Wanni within sight of many a ruined village. The road for the Indian coolies passes alongside of it Like causes produce like effects. The cause which depopulated the old villages is capable of doing the same to the new ones. And that cause is cholera (the terror of our people), which has always been introduced from India by the coolies (see extracts forwarded to Your Excellency on the state of the Wanni), and when once introduced, whether owing to the poor food of the people, bad water, or impure air, it is a fact that it cannot be easily rooted out. The memorialists admit that the natural route for the coolies is through the north, and the people of the north will not object to that route, provided there is a railway to take the Indian coolies to the estates, and thereby remove the evils attendant on their passage on foot along the North Central road, and secure to the inhabitants of the Wanni the same immunity from cholera as is enjoyed by the villages along the railway route from Colombo to Kandy. With the records of the past and the present staring them in the face, can the people of the north be expected to go and settle down in a place which they believe, and not without reason, will be for them certain death caused either by the unhealthiness of the place itself or the passage of the coolies?

6 The memorialists pray Your Excellency, in the midst of your many duties, to try to find time to read over the memorial (a copy of which is hereto annexed) of the people of Mannár, signed by 2,312 of its inhabitants, headed by the signature of Dr. Bonjean, the then Vicar Apostolic of Jaffna, now Archbishop of Colombo, and presented in December, 1876, to the Legislative Council by the then Tamil Member, Sir Mutu Coomara Swamy.

7. Your Excellency's memorialists are convinced that the opening of a branch line of railway from Vilaŋkulam to Mannár will make the restoration of the Giant's Tank an unparalleled success—

1st.—By lessening the cost of transport of materials for the repair of the tank, for which a tramway is suggested by Mr. Parker.

2ndly.—By enabling the Indian coolies to get quickly to the estates in the south, and thus putting a stop to the evils attendant on their present mode of travelling.

3rdly.—By enabling the people of the north to settle down at once under the tank, the fear of cholera being removed and a sure, quick, and regular means of transport for their produce being established.

4thly.—By opening up the district and thus rendering it more healthy.

8. The memorialists would further add that the construction of the railway to the north being once sanctioned and begun, that would be inducement enough to draw many from Jaffna to the neighbourhood of the tank. But should no means of speedy communication be ensured and nothing done to improve the health of the place, your memorialists regret to be obliged to say that the Wanni will ever remain the grave it is and an object of aversion to *those who know it*—a veritable plague-spot.

9. The same philanthropy which has ruled the irrigation policy of the Government, the memorialists venture to submit, should guide it as regards the extension of the railway to the north. While the memorialists maintain that it will pay, they would also beg leave to state that this should not be the only question to be considered in such a great undertaking—an undertaking destined to be the resurrection of the north and the interior.

10. Your memorialists in thus taking the liberty to lay their convictions on this matter before Your Excellency, and to suggest to the Government the means of doing the maximum of good with the minimum of expense, have been actuated by a strong desire to see the condition of their country and of its hard-working, deserving people bettered.

11. In conclusion, your memorialists pray that, for *the real good of the people* of the north, Your Excellency may be pleased to take the above into favourable consideration, and earnestly hope that Your Excellency may think it advisable to begin the extension of the railway to the north before the restoration of the Giant's Tank, or at least to see that both go hand-in-hand.

And your memorialists as in duty bound shall ever pray.

C. H. LYTTON, O.M.I., [and sixteen Members].

No. 88 B.—Sub-enclosure in No. 88 A.

No. 88 *b*.—Memorial of certain INHABITANTS OF THE MANNÁR DISTRICT to the PRESIDENT AND MEMBERS OF THE LEGISLATIVE COUNCIL, referred to in the above.

MOST RESPECTFULLY SHOWETH,—THAT the frequent and destructive outbreaks of cholera in the Mannár district place the lives of Her Majesty's subjects in that district in a state of insecurity, which is to the people a cause of continual alarm, and ought to engage the solicitous attention of a paternal Government.

That for many years past, especially the present year and the last, the deadly scourge has made great havoc in this district, carrying death and desolation into its every nook and corner—a fact unfortunately too notorious to need any proof. It is written in black letters in our domestic annals, there being hardly one family among us which, at one outbreak or another, has not had to mourn the untimely loss of some of its members: it is seen in the present destitute state of so many orphans and widows whom cholera deprived of their only support: it is attested by the generally impoverished state of the country, by the number of formerly thriving, now deserted villages, the whole population of which was swept away by the epidemic, and by the otherwise unaccountable decrease of our population, and it swells our official returns of mortality to an extent little creditable to this otherwise prosperous Colony.

Your memorialists have been at some pains to ascertain the total number of casualties from cholera during a period of twenty-six years* in only the two villages of Talaimannar and Pésálai, and they have found it to amount to 1,766, viz., Talaimannar 376 in 10 years, or an yearly average of 37·4; Pésálai, 1,392 in 18 years, yearly average 77·33. As however their means of information were undoubtedly imperfect, it is likely that reference to official records would show the rate of mortality to have been in excess of what is here stated. But your memorialists think they are within the mark when they reckon at 700 the total number of deaths from cholera in this district during the two years 1875 and 1876.

That your memorialists are deeply thankful for the extraordinary exertions made during the late outbreaks by the Civil and Medical Departments to circumscribe the area of cholera, to check its virulence in infected places, and to afford relief to the sufferers; and they beg to place here on record their heartfelt acknowledgment of benefits to which they had been heretofore strangers.

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* *I.e.*, from 1846 to 1876, exclusive of the years 1855, 1856, 1858, 1871, 1872, 1873, when there was no cholera in the district.

That whilst giving utterance to their inmost feelings of gratitude, your memorialists cannot but regret that the efforts of Government should have been directed to the difficult task of repressing cholera when actually raging in the district, rather than to the comparatively easy one of preventing its entrance.

That your memorialists do not pretend to know how cholera is generated or propagated; they leave these hard problems for men of science to solve. But looking to the question as a simple matter of fact, they venture to maintain that, as a rule, cholera does not originate in the Island, but is ordinarily imported into it from India, a view in which they are supported by the report of the Commission appointed in 1866 to inquire into the causes of the outbreak of cholera in the Jaffna peninsula. There had been during the prevalence of that epidemic 16,298 attacks and a total number of 10,210 deaths, or a percentage mortality of 3·24 of the whole population. The Commission do not hesitate to say: "The evidence we have received renders it therefore quite clear to us that cholera was introduced into the peninsula in 1866 from the coast of India."

That as regards the introduction of cholera in this particular district, and the disasters it has brought in its train, the Cholera Commissioners are no less positive in connecting both with the cooly immigration from India, as is seen in the following extracts from their report, to which your memorialists beg to invite the best attention of your Honourable Council:—

"The evidence of Mr. Twynam, Assistant Government Agent at Mannár, is very important, proving that cholera almost always exists amongst the immigrants, who proceed to the Central Province by land and infect the resthouses at which they stop, and the persons with whom they communicate on the Central road. A report by Mr. Twynam (appendix No. 8) shows the deplorable extent to which villages in the Mannár district are being depopulated by cholera.

"An extract from a letter from the Government Agent of the Northern Province to the Colonial Secretary, dated October 5, 1863, also shows the extent to which the inhabitants of the Wanni pattus have suffered by the introduction of cholera into them by Indian immigrant coolies. The increase in the very smallest class of villages, containing only one to five males, was sixty-five per cent. between 1829 and 1862. The decrease in those above the smallest class was thirty-two per cent. The decrease in the number of males was twenty-five per cent. in twenty-two years." (Report of the Cholera Commission, p. 6, Nos. 17 and 18.)

Your memorialists would call the best attention of your Honorable Council to the letters referred to by the Commissioners in the above passages, and which are to be found in appendix 8 and appendix 9 at pages 155 and 159 of their said report.

That although the cheering fact recorded by His Excellency the Right Hon. the President of your Honorable Council, in his address at the opening of the present session, of the "perfect immunity from epidemics of all kinds enjoyed by the inhabitants of the Eastern Province," may, as suggested by His Excellency, be referred partly "to the abundant supply of food throughout the populous part of that Province," your memorialists have strong reasons to think that the main cause of that satisfactory state of things is to be found in this circumstance, that the eastern portions of the Island are exempt from the contamination which the flow of the immigration brings along with it. For it is remarkable, that whereas for the last two years the district of Mullaittivu suffered much from scarcity, it was free from cholera as any district in the Eastern Province.

That it being shown on so much unimpeachable evidence, that the evils of which your memorialists complain have their immediate cause in the passage through this district of the Indian coolies, it remains only for your memorialists to beseech your Honorable Council to take prompt measures to remove that cause; and your memorialists would respectfully submit that no measure short of a total discontinuance of that passage will meet the exigencies of the case, and avert the calamities which threaten this most ill-fated district. The experience of the last two years has not only given strong confirmation to the views expressed in 1863 by Mr. Dyke, and in 1867 by Mr. Twynam, but it has also shown that no amount of foresight, of vigilance, and of zeal can enable us successfully to cope with the epidemic once it has been allowed to effect an entrance; and it has further proved that regulations, however wise and stringent, regarding the disembarkment of coolies, form but a weak and impotent barrier against the invasion of cholera poison.

That your memorialists derived comfort and hope from what fell from your Right Honorable President in his inaugurating address. His Excellency plainly admitted, what we have been all along contending for, that, along with its labour supply Ceylon receives also from India the fatal gift of cholera; he did not hesitate to proclaim the duty of Government "to keep watch and ward against this terrible invasion with greater care than ever": and he referred to the arrangements which are now engaging the attention of his Government "to run a weekly steamer between the port of Colombo and Tuticorin."

Although your memorialists agree with His Excellency, that this project is not "entirely free from danger"—as indeed no possible plan will be, which does not put a stop to immigration during the prevalence of cholera in India—they are decidedly of opinion that by shortening the length of, and reducing to a minimum the privations, fatigues, and dangers attending the journey on foot of thousands of ill-fed, ill-clad, and sickly Indian coolies from Pesalai to Kandy (a distance of 156 miles), through unwholesome and wild tracts, the contemplated scheme will not only protect vast districts in Central and North Ceylon against the recurrence of past disasters, but that it will also materially benefit the coolies and the planting community themselves. If a spot on the seashore at a convenient distance from all inhabited places is assigned for the disembarkment of the coolies, and if immediately on their landing they are at once, as suggested by His Excellency, conveyed by rail to their destination, the danger of infection will be materially lessened; and if, moreover, proper arrangements are made in India to prevent the embarkment at Tuticorin of all coolies from infected districts, and of all such as are not found on medical inspection to be in the enjoyment of perfect health, the chances of their bringing infection into Ceylon will become extremely remote.

That whilst the opening of a new channel to the cooly immigration is to your memorialists a matter for congratulation, they cannot dissemble their opinion that unless the travelling of coolies by the old route be entirely disallowed, the evils complained of, although lessened, will continue to prevail to a dangerous extent.

That your memorialists feel confident that no views of sectional interest will stand in the way of a satisfactory solution being given to a question on the issue of which so many lives are at stake, and they trust for the success of this their humble and earnest prayer to the sympathy which the Members of your Honourable Council have ever evinced in the welfare of the people.

And your memorialists as in duty bound shall ever pray.

N.B.—The above is a copy of a memorial signed by 2,312 inhabitants of Mannár, headed by the signature of His Lordship Dr. Bonjean, Vicar Apostolic of Jaffna (now Archbishop of Colombo), and presented to the Legislative Council in the year 1876 by Sir Mutu Coomara Swamy, the then Tamil Member.

No. 89.—The Hon. the COLONIAL SECRETARY to the CHAIRMAN, Northern Railway Commission.

Colonial Secretary's Office,
Colombo, December 23, 1890.

SIR,—I AM directed to transmit to you, for the information of the members of the Jaffna Railway Commission, the accompanying communication received from the Major-General Commanding the Troops, together with a copy of the remarks made by the Assistant Government Agent, Mátalé, in his diary, to which His Excellency the Major-General's letter refers.

I am, &c.,

H. L. CRAWFORD,
for Colonial Secretary.

No. 89 A.—His Excellency the MAJOR-GENERAL to His Excellency the GOVERNOR of Ceylon.

Royal Engineer's Office,
Colombo, December 16, 1890.

SIR,—I HAVE the honour to thank you for Your Excellency's letter of the 6th instant covering the diary of the Assistant Government Agent, Mátalé. With reference to his remarks on the strategic objections to the line of railway running from Colombo to the north *via* Kurunégala and Polgahawela, I cannot see that the dangers suggested exist.

To a foreign power the value of Ceylon is its three coaling stations of Colombo, Trincomelee, and Galle, the possession of any one of which will give him a coaling station to form his base of operations for an attack upon the Indian peninsula, or for a maritime war in the Eastern seas; and if he gets possession of one, he will not trouble himself about the other two.

Supposing Colombo to be taken, the enemy would not make expeditions to Kandy or elsewhere, but strengthen himself at Colombo by blowing up the bridges over the Kelani near Colombo, and over the Maha-oya near Polgahawela, thus cutting the railway line, so that operations would then be limited to an advance along the roads bordered on either side by paddy and swamps, which would be impossible owing to their restricted front.

It is suggested that a raiding party would go to Polgahawela and dynamite the rails, but it would be impossible for a raiding party to proceed 40 miles through an enemy's country when they had to stick to the roads; and if the country is in such a disorganised state that the raiding party could get as far as Polgahawela, why should they not get as far as Pérádeniya and blow up the bridges there, so blocking the line to Nánu-oya and to Colombo, and eventually perhaps defending a position behind the river at Pérádeniya.

At these bridges a few pounds of dynamite would do a lot of damage, and the same would apply to any of the big bridges; but at Polgahawela dynamite would only blow up a few rails and sleepers, which could be put to right in a few hours, and the expedition would not be worth the trouble and danger incurred.

The strategic line of railway for Ceylon is that which will coincide with the commercial interests, and will run from Polgahawela to Kurunégala and Anurádhapura, and thence across Mannár to India, the lines to Jaffna and Trincomalee being branches.

In the construction of this line all bridges and tunnels should be made for a double line of rails, as this line will in peace time convey the trade of South India to Colombo, which will become its shipping port, and in time of war will bring both men and material to defend the Island; for in this India cannot help itself, it cannot allow an enemy to acquire a base of operations from which to attack India. This will be the cheapest course for Ceylon to follow, for it will enable the garrison in time of peace to be kept at the lowest number, simply to hold the place until help can came from India.

It may be accepted that in the future the trade to the north will expand, and some day the connection with India will be made; therefore, though the line first constructed would be a single one, it will in time have to be doubled.

This puts the line *viâ* Mátalé, Kandy, and Polgahawela out of the question, as it would be practically impossible to double the line from Kandy to Polgahawela except at prohibitive cost, as the extra line would have in many places to be cut into the side of the hill, the cutting being many times as much as for the first line. Also this hill line would be much more expensive to work than that by Kurunégala, for everything would have to be pulled up and down hill instead of working on the flat, and on the hill line an engine would only do a fraction of the work it would do in the low-country. So that the extra working expenses may make the difference between the line being a success or a failure; as the secret of its success will be the low rates of carriage from India to Colombo, by which traffic will be attracted to the line, but which will be impossible if working expenses are heavy.

When this Mannár line has developed, it may be necessary to open a line from Anurádhapura to Dambulla and Mátalé, as at Anurádhapura the lines from Trincomalee and Jaffna will run in, and it will be desirable to relieve the Main line of the hill traffic, so that trains may run full all the way. This may, however, not come for another twenty years or more, and must depend upon the amount of traffic to be carried over the Main line. The line to Dambulla and Mátalé would have its strategic use, but it would be of secondary value to the Main line *viâ* Polgahawela and Kurunégala.

I have, &c.,
W. G. DUNHAM MASSY,
Major-General.

No. 89 B.—*Copy of remarks referred to.* (See paragraph 4 of No. 29, page 39.)

September 1, 1890.—Had a meeting of the Railway Extension Committee. This is a matter in which Mátalé is vitally interested. It is a matter of detail to us whether the railway is extended northward next year or twenty years hence. We do not want it at all ourselves. But if it is extended from Kurunégala the extension will ruin Mátalé.

Firstly, the Mátalé line at present barely pays. But if a line runs from Polgahawela through Kurunégala to Dambulla, it will take away from the Mátalé line, that is to say, that the two lines will be competing for the same traffic.

Secondly, the argument which prevailed with the first Commission, and which made them recommend the Kurunégala route, was the expense of carrying the extra traffic up and down the Kadugannáwa incline. Now, we contend (and the ablest business man in the new Commission agrees with me) that to put goods into Colombo the new railway would be valueless. It could never compete successfully against the sea-borne goods: notably timber, rice, tobacco, salt. Nothing would compete in the Colombo market with the same articles borne from the riverine and sea-borde producing centres. We maintain that the line will draw its revenue from cooly traffic, which all goes up-country, from tobacco, timber, and paddy, which all find its market up-country. Therefore, if the line is extended from Mátalé the cost of working the Kadugannáwa incline will be absent. But, on the other hand, if the line were taken to Polgahawela, the rate to Polgahawela, plus the rates up the pass, will prove prohibitive. The result might be that the cart transport to Mátalé would hold its own, and that coolies would get down at Dambulla and walk to Mátalé rather than go sixty miles out of their way.

Thirdly, if the above is correct, it seems absurd to construct 62 miles of railway from Polgahawela to Dambulla, instead of 26 miles from Mátalé to Dambulla. There is a kind of idea that the trace would be easier. I believe I am right in saying that there is no engineering difficulty between Mátalé and Dambulla, and that the gradient would show a fall of 600 ft. only in 26 miles. On the other hand, the Kurunégala route would have to cross a number of important streams. As regards compensation for taking up private lands, the cost of acquisition between Kurunégala and Polgahawela would be as much as between Mátalé and Dambulla, as the land as far as Kurunégala is just now considered very valuable.

Finally, there is the military opinion on the subject. If the line is run northward it necessarily follows that the military would construct or insist on the construction of a connecting line to the great naval fortress, Trincomalee. The military authorities would accordingly have a voice in the route to be selected. Now the military system of Ceylon consists of two maritime fortresses, Colombo and Trincomalee, with reserves in the hills at Kandy and hereafter at Bandarawela. Now, to draw reserves from the hills to Trincomalee or to send invalids from Trincomalee to the hills, miles would be saved and hours saved by the use of the Mátalé route. Again, in case of an outbreak of war, presuming (this is a presumption which the civil side always smile at incredulously) that the hostile force had the command of the sea, and that it could command a sufficient force to occupy Colombo, it would be the matter of a few hours ride, and a few pounds of dynamite, to effectually cut off the garrison of Trincomalee from the rest of the Island by destroying the junction at Polgahawela, were the line extended that way. On the other hand, even Trincomalee connected with the hill reserves *viâ* Mátalé, a hostile force occupying the capital would not be able to command the Island, and would always have to defend itself against demonstrations by land as well as perhaps by sea.

These arguments taken together seem to us to tell very strongly against the Polgahawela-Kurunégala route to Dambulla.

No. 90.—The CHAIRMAN, Northern Railway Commission, to the Hon. the COLONIAL SECRETARY.

No. 47. Colombo, October 31, 1890.

SIR,—I HAVE the honour to request you to be good enough to ask the Hon. the Surveyor-General to prepare for the use of the Northern Railway Commission a map showing the villages 20 miles each side of the existing railway between Matale, Kandy, and Colombo, and 20 miles each side of the proposed railway from Polgahawela through Maradankadawala and Jaffna to Kannesanturai.

As the map is required to assist the Commissioners in determining the probable passenger traffic over the proposed line, will you also kindly ask the Surveyor-General to compile from the information at his disposal an abstract of the population of these villages.

I am, &c.,

F. R. SAUNDERS,
Chairman.

No. 91.—Export of Tobacco, Copperah, and Jaggery for each Month from January, 1889, to date (August 18, 1890), from the Jaffna Ports to Colombo and Galle.—Supplied by the Principal Collector of Customs, Colombo, to the Hon. T. N. Christie. (See 261, page 8.)

Port from.	Month.	Tobacco, Manufactured.				Cigars.				Copperah.		Jaggery.	
		To Colombo.		To Galle.		To Colombo.		To Galle.		To Colombo.		To Colombo.	
		Quantity.	Amount.	Quantity.	Amount.	Boxes	Amount.	Boxes	Amount.	Cwt.	Amount	Cwt.	Am'nt.
	1889.	Cwt. qr. lb.	Rs. c.	Cwt. qr. lb.	Rs. c.		Rs. c.		Rs. c.		Rs. c.		Rs. c.
Jaffna ...	January	70 2 0	1,762 50	367 0 0	9,112 50	95	28,500 0	21	6,300 0	1,260	8,820 0	—	—
	February	45 0 0	1,125 0	94 0 0	2,350 0	87	25,830 0	18	5,400 0	—	—	—	—
	March	101 0 0	2,550 0	—	—	105	31,500 0	—	—	80	560 0	—	—
	October	255 0 0	6,695 0	—	—	234	60,300 0	—	—	—	—	—	—
	November	374 0 0	9,685 0	249 0 0	9,960 0	51	15,300 0	29	8,700 0	—	—	—	—
	December	168 0 0	4,200 0	—	—	146	43,800 0	—	—	—	—	—	—
		1,013 2 0	26,017 50	710 0 0	21,422 50	718	205,230 0	68	20,400 0	1,340	9,380 0	—	—
Kayts ...	July	425 0 0	3,270 0	—	—	4	200 0	—	—	246	1,722 0	—	—
	August	872 0 0	7,410 0	—	—	5	460 0	—	—	241	1,687 0	—	—
	September	157 0 0	1,570 0	—	—	—	—	—	—	—	—	—	—
	October	949 0 0	9,490 0	—	—	1	100 0	—	—	269	1,883 0	—	—
	November	230 0 0	2,300 0	—	—	—	—	—	—	—	—	—	—
		2,633 0 0	24,040 0	—	—	10	760 0	—	—	756	5,292 0	—	—
Kankesanturai	March	—	—	—	—	—	—	1	2,800 0	—	—	—	—
	April	310 0 0	7,380 0	391 0 0	9,775 0	125	37,300 0	2	8,100 0	381	2,226 0	—	—
	May	687 0 0	15,570 0	640 0 0	16,000 0	104	20,800 0	3	7,600 0	—	—	—	—
	June	802 0 0	20,334 0	679 0 0	16,975 0	101	20,100 0	24	5,000 0	404	2,828 0	—	—
	July	310 0 0	4,555 0	949 0 0	23,725 0	131	26,200 0	37	6,200 0	1,594	—	—	—
	August	669 0 0	16,140 0	672 0 0	16,780 0	127	25,400 0	35	7,200 0	—	11,158 0	—	—
	September	123 0 0	2,175 0	525 0 0	13,125 0	125	24,700 0	2	5,600 0	752	5,264 0	—	—
	October	89 0 0	1,240 0	234 0 0	5,850 0	54	10,800 0	32	6,400 0	300	2,100 0	—	—
		2,990 0 0	67,394 0	4,090 0 0	102,230 0	767	165,300 0	228	48,900 0	3,368	23,576 0	—	—
Mullaittivu ...	September	1 0 0	35 0	—	—	—	—	—	—	—	—	—	—
Pesalai ...	July	0 2 0	15 0	—	—	—	—	—	—	—	—	—	—
Point Pedro ...	January	—	—	37 0 0	925 0	—	—	—	—	—	—	—	—
	March	—	—	74 0 0	355 0	—	—	—	—	—	—	—	—
	April	—	—	23 0 0	575 0	—	—	—	—	—	—	—	—
	May	—	—	117 0 0	2,725 0	—	—	—	—	—	—	—	—
	June	—	—	93 1 0	2,331 0	—	—	—	—	—	—	—	—
	July	—	—	192 0 0	4,800 0	—	—	—	—	—	—	—	—
	August	—	—	37 0 0	925 0	—	—	—	—	—	—	—	—
	September	50 0 0	1,250 0	50 0 0	1,250 0	—	—	—	—	—	—	—	—
	October	55 0 0	1,100 0	74 0 0	1,480 0	—	—	—	—	—	—	—	—
	November	21 0 0	420 0	92 0 0	1,840 0	1	150 0	—	—	—	—	—	—
	December	64 2 0	1,290 0	—	—	—	—	—	—	—	—	—	—
		190 2 0	4,060 0	789 1 0	17,206 0	1	150 0	—	—	—	—	—	—
Valuvettiturai	July	17 0 0	170 0	—	—	—	—	—	—	—	—	32	96 0
	September	—	—	—	—	—	—	—	—	—	—	14	42 0
		17 0 0	170 0	—	—	—	—	—	—	—	—	46	138 0
	1890.												
Jaffna ...	January	61 0 0	1,225 0	234 0 0	5,850 0	26	7,800 0	27	8,100 0	—	—	—	—
	February	129 0 0	3,440 0	171 0 0	5,130 0	143	42,750 0	20	6,000 0	786	5,660 0	—	—
	March	42 0 0	1,050 0	39 0 0	1,170 0	50	15,000 0	26	7,800 0	648	4,536 0	—	—
		232 0 0	5,715 0	444 0 0	12,150 0	219	65,550 0	73	21,900 0	1,434	10,196 0	—	—
Kayts ...	January	182 0 0	1,820 0	—	—	37	7,300 0	—	—	534	3,948 0	—	—
	February	—	—	—	—	—	—	—	—	522	3,654 0	—	—
	July	80 0 0	500 0	—	—	—	—	—	—	—	—	—	—
		262 0 0	2,320 0	—	—	37	7,300 0	—	—	1,056	7,602 0	—	—
Kankesanturai	March	97 0 0	2,425 0	36 0 0	360 0	95	28,500 0	21	4,200 0	282	1,974 0	—	—
	April	344 0 0	4,600 0	263 2 0	4,197 50	43	10,200 0	17	5,100 0	169	1,183 0	—	—
	May	659 0 0	10,035 0	471 0 0	11,775 0	101	30,300 0	27	8,100 0	—	—	—	—
	June	1,175 2 0	23,510 0	940 0 0	28,200 0	62	18,600 0	30	9,000 0	183	1,281 0	—	—
	July	—	—	1,360 2 0	32,512 0	—		3	900 0	—	—	—	—
	August	600 0 0	16,100 0	87 0 0	3,480 0	156	46,800 0	—	—	727	5,089 0	10	100 0
		2,875 2 0	56,670 0	3,098 0 0	80,524 50	457	134,400 0	98	27,300 0	1,361	9,527 0	10	100 0
Point Pedro ...	January	—	—	91 0 0	1,820 0	—	—	—	—	—	—	—	—
	February	—	—	25 0 0	500 0	—	—	—	—	—	—	—	—
	March	—	—	18 0 0	360 0	—	—	—	—	—	—	—	—
	April	97 2 0	1,950 0	16 0 0	320 0	1	100 0	—	—	—	—	—	—
	May	69 0 0	1,380 0	139 0 0	2,780 0	1	100 0	—	—	—	—	183	75 0
	June	26 3 15	537 0	—	—	—	—	—	—	—	—	—	—
	July	—	—	346 0 0	6,920 0	—	—	—	—	—	—	—	—
		193 1 15	3,867 0	635 0 0	12,700 0	2	200 0	—	—	—	—	183	75 0

No. 92.—Statement of Goods shipped to Jaffna and Kankesantural during the year 1889.

(Furnished by Principal Collector of Customs on November 13, 1890. See 314, page 10 of Evidence.)

	Colombo.	Galle.	Total.
Packages of merchandise	7,200	10	7,210
Cases of kerosine oil	879		879
Packages of liquors...	557	13	570
Packages of cotton goods	773	—	773
Packages of iron ...	1,307	12	1,319
Bags of arecanuts ...	5,442	7	5,449
Packages of furniture	530	15	545
Casks of arrack ...	135	—	135
Pairs of grindstones	102	125	227
Bags of rice ...	145	—	145
Barrels of cement ...	1,233	—	1,233
Packages of crockery	37	—	37
Packages of tea ...	46	3	49
Packages of coffee ...	67	—	67
Tiles ...	13,500	—	13,500
Packages of soda and aereated waters	43	—	43
Bricks ...	1,400	1,000	2,400
Packages of specie...	35	3	38
Packages of coir yarn	—	30	30
Bags of pepper ...	—	27	27
Bundles of tobacco...	—	8	8
Bundles of mats ...	—	3	3
Empty boxes ..	—	167	167
Packages of luggage	—	37	37
Number of carriages	—	1	1
Packages of sundries	—	36	36
Total number of packages	33,431	1,497	34,928

No. 93.—The CHAIRMAN, Northern Railway Commission, to the CONSERVATOR of Forests.

No. 52. Colombo, November 11, 1890.

SIR,—I HAVE the honour to request you to be good enough to state approximately at what price you would be able to supply sleepers of suitable wood along a railway trace from Polgahawela to Jaffna *viâ* Kurunégala, Maradankadawala, and Anurádhapura.

The information is required to assist the Commissioners in forming an estimate of probable cost of construction of a railway; and as both broad and narrow guage lines are being considered, will you please give prices for sleepers of the following sizes :—(1) 10 ft. by 9 in. by 5 in. ; (2) 5 ft. 9 in. by 8 in. by 4½ in.

I am, &c.,
F. R. SAUNDERS,
Chairman.

No. 94.—The CONSERVATOR OF FORESTS to the CHAIRMAN, Northern Railway Commission.

No. 1,622. Colombo, November 15, 1890.

SIR,—I HAVE the honour to inform you, in reply to your letter No. 52 of the 11th instant, that if the Railway Construction Officer will accept hardwood sleepers of various woods recommended by this Department, the sleepers in question can be supplied at Rs. 4 and Re. 1·85 respectively.

But if the prejudice still remains in favour of satin and milla sleepers, the prices will, supposing the timber is procurable, cost about Rs. 7·50 and Rs. 3·50 respectively.

I am, &c.,
A. F. BROUN,
for Acting Conservator of Forests.

No. 95.—Shipments to Jaffna from Colombo during 1888 (supplied by the Principal Collector of Customs).

	Number of Packages, &c.			Tons.		Total Packages.		Total Tons.
	Steamer.	Native Craft.		Steamer.	Native Craft.			
	Packages.	No.	Packages.			No.	Packages.	
January	464	—	1,442	30	63	—	1,906	93
February	92	—	2,118	8	118	—	2,210	126
March	426	—	1,416	32	66	—	1,842	98
April	370	10,807	1,961	28	116	10,807	2,331	144
May	113	20,018	1,811	9	120	20,018	1,924	129
June	164	—	1,360	13	55	—	1,524	68
July	419	10,000	2,438	30	122	10,000	2,857	152
August	330	14,000	1,519	25	89	14,000	1,849	114
Septemb	120	—	1,238	9	67	—	1,358	76
October	543	2,000	1,799	40	119	2,000	2,342	159
November	1,003	—	176	75	4	—	1,179	79
December	277	—	1,051	16	50	—	1,328	66
	4,321	56,825	18,329	315	989	56,825	22,650	1,304

No. 96.—The Hon. the AUDITOR-GENERAL to the GENERAL MANAGER, Ceylon Government Railways.

No. 193. August 15, 1870.

SIR,—I HAVE the honour to request that you will be good enough to furnish me, as early as possible, with the figures of each month's traffic in native tobacco since January, 1889, received at Mátalé, Kandy, Polgahawela, and Colombo, showing the destination of the consignments. Please note that the figures should not include any of the tobacco grown in the Central Province consigned by Europeans or forwarding firms to Colombo.

I am, &c.,
F. R. SAUNDERS,
Acting Auditor-General.

No. 97.—The General Manager, Ceylon Government Railways, to the Hon. the Auditor-General.

No. 200. Colombo, August 20, 1890.

Sir,—With reference to your letter No. 193 of the 15th instant, I have the honour to inform you that to give the full information required by you would take several clerks some months, as, to obtain it, the invoices of each consignment for about nineteen months would have to be traced and turned up.

2. I attach statement showing (1) weight of tobacco despatched during 1889 from Mátalé, Kandy, Polgahawela, Colombo, and the stations to which it was booked; (2) the same particulars for January to July, 1890.

I am, &c.,
W. T. PEARCE,
General Manager.

No. 97 A.—Enclosure No. 1 in No. 97.

Tobacco Traffic during 1889.

Station to	From Mátalé. Tons.	cwt.	qr.	lb.	From Kandy. Tons.	cwt.	qr.	lb.	From Polgahawela. Tons.	cwt.	qr.	lb.	From Colombo. Tons.	cwt.	qr.	lb.
Colombo	0	3	3	15	25	15	2	4	16	6	0	9	—			
Wharf	—				—				—				—			
Mahara	—				—				—				—			
Henaratgoḍa	—				0	3	2	6	0	2	1	19	0	7	3	7
Véyangoḍa	—				—				1	14	0	9	4	18	0	13
Mirigama	—				—				—				4	4	2	24
Ambépussa	0	1	3	17	0	1	2	8	0	13	2	21	0	2	2	14
Allawwa	—				—				—				—			
Polgahawela	2	1	0	0	6	2	1	24	—				9	14	3	14
Rambukkana	1	7	0	17	4	5	1	22	0	5	3	14	0	7	3	7
Kaḍugannáwa	15	11	2	18	0	9	1	12	—				2	1	0	24
Pérádeniya Junction	—				—				—				—			
Pérádeniya	—				—				—				—			
Kandy	15	4	0	17	—				0	2	2	21	24	14	3	8
Kaṭugastoṭa	0	3	0	4	—				—				—			
Wattégama	28	1	0	12	0	0	2	0	—				—			
Ukuwala	—				—				—				—			
Mátalé	—				—				—				0	6	1	13
Gampola	23	3	0	24	11	9	3	11	0	14	3	7	6	18	2	16
Náwalapiṭiya	21	6	1	22	8	3	0	19	—				38	6	2	1
Galboḍa	—				—				—				—			
Waṭawala	0	10	0	0	0	10	1	16	—				2	14	0	0
Hatton	36	19	1	3	40	17	2	27	—				52	8	2	7
Koṭagala	5	18	1	16	4	15	0	5	—				0	0	1	0
Talawakeḷé	11	14	0	8	19	13	1	13	—				19	13	0	21
Waṭagoḍa	—				0	16	0	0	—				—			
Nanu-oya	0	9	2	26	20	17	0	8	—				3	10	3	8
Moraṭuwa	—				—				1	4	3	18	0	2	1	0
Pánaduré	0	0	3	2	—				1	12	2	7	0	4	2	14
Kalutara South	—				—				9	9	2	13	7	12	1	8
Alutgama	—				—				—				—			
Total	162	3	3	5	144	1	0	7	32	6	2	26	178	9	2	13

No. 97 B.—Enclosure No. 2 in No. 97.

Tobacco Traffic from January to July, 1890.

Station to	From Mátalé. Tons.	cwt.	qr.	lb.	From Kandy. Tons.	cwt.	qr.	lb.	From Polgahawela. Tons.	cwt.	qr.	lb.	From Colombo. Tons.	cwt.	qr.	lb.
Colombo	1	4	1	18	69	19	0	7	1	9	3	24	—			
Wharf	—				6	8	3	22	—				—			
Mahara	—				—				—				—			
Henaratgoḍa	—				0	19	1	8	0	1	2	0	0	0	3	0
Véyangoḍa	0	0	3	24	—				0	16	1	21	2	18	2	21
Mirigama	—				0	7	3	5	0	2	3	21	3	18	0	7
Ambépussa	0	1	3	4	0	5	3	5	—				—			
Allawwa	—				0	3	3	22	—				—			
Polgahawela	—				6	15	1	23	—				26	5	3	20
Rambukkana	0	12	3	0	3	13	2	10	0	6	2	16	3	14	1	7
Kaḍugannáwa	11	2	0	7	0	11	2	16	0	0	3	7	—			
Pérádeniya Junction	—				—				—				—			
Pérádeniya	—				—				—				—			
Kandy	53	0	3	18	—				—				13	8	2	14
Kaṭugastoṭa	0	3	0	0	—				—				—			
Wattégama	2	16	3	10	0	4	2	0	—				—			
Ukuwala	—				—				—				—			
Mátalé	—				1	10	0	25	—				0	12	3	0
Gampola	12	3	0	0	9	19	2	25	0	3	3	21	3	12	0	21
Náwalapiṭiya	6	15	3	16	17	10	3	18	—				12	4	1	23
Galboḍa	—				—				—				—			
Waṭawala	0	5	0	20	0	18	0	22	—				1	7	3	21
Hatton	9	6	1	9	25	18	1	18	—				33	5	2	0
Koṭagala	5	15	3	19	3	19	3	27	—				—			
Talawakeḷé	—				9	7	3	26	—				8	1	0	21
Waṭagoḍa					1	18	0	27	—				—			
Nánu-oya	—				12	18	3	26	—				2	18	1	14
Moratuwa	—				—				—				0	4	1	7
Pánaduré	0	0	1	9	—				0	1	0	21	—			
Kalutara South	—				—				0	5	0	0	5	5	3	23
Alutgama	—				—				0	13	1	21	1	3	2	17
Total	103	9	1	14	173	12	2	24	4	1	3	12	119	12	2	20

No. 98.—Statement furnished by the General Manager of the Railway, showing Through Passengers booked between Colombo and Stations to Bambalapitiya inclusive and the chief Up-country Stations. (Return Tickets have been entered under Classes as two Passengers.)

	Kandy.				Mahaiyawa.				Matale.				Gampola.				Nawalapitiya.				Hatton.				Talawakele.				Nanu-oya.			
	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.	1st Class.	2nd Class.	3rd Class.	Total.
Colombo ...	4238	3949½	19704	27891½	—	64	406	470	181	362	2620	3163	135½	434½	4057	4627	102½	470	3035½	3608	465½	1061	3039½	4566	276	428½	1728	2432½	1102	1076½	3196½	5375
Maradana Junction ...	137	420½	2841	3398½	2	19	32	53	3	33	476	512	2	20½	341	363½	6	19½	399½	425	17½	45½	418	481	4	23½	115	142½	30½	69½	369½	469½
Pettah ...	13	82	3856½	3951½	—	2	53	55	—	17½	1170	1187½	—	3	1553½	1556½	—	2	3026½	3028½	—	12	2860½	2872½	—	4	973½	977½	—	1	723½	724½
Fort ...	78½	149	457	684½	—	—	—	—	—	7	34	41	2	9	84½	95½	—	1	25½	26½	—	2	21½	23½	1½	4	2	7½	9	2	27	38
Slave Island ..	48	154½	1615	1817½	—	—	35	35	3	23	128	154	3	4	173½	180½	—	11	143½	154½	16	73½	298	387½	6	13	123	142	9	54	245½	308½
Kollupitiya ...	57½	175	517	749½	—	1	18½	19½	5	37	45	87	—	18½	70½	89	2	4	31	37	8	22	83	113	7	19½	33½	60	27½	59	87½	174
Bambalapitiya ...	54½	108	201	363½	—	—	8	8	2	6	24	32	2	8	25½	35½	—	3	20	23	5	13	32½	50½	—	2	11	13	3	19	54½	76½
Total ...	4626½	5038½	29191½	38856½	2	86	552½	640½	194	485½	4497	5176½	144½	497½	6305½	6947½	110½	510½	6681½	7302½	512	1229	6753	8494	294½	494½	2986	3775	1181	1281	4704	7166
Average per day	13	14	80	107	—	—	2	2	—	2	12	14	—	2	17	19	—	2	18	20	2	3	18	23	1	1	8	10	3	4	13	20
Number of Passenger trains each way ...	4 up	& 3	down	7	2 up	& 2	down	4	2 up	& 2	down	4	2 up	& 2	down	4	2 up	& 2	down	4	1 up	& 1	down	2	1 up	& 1	down	2	1 up	& 1	down	2
Average per train per day ...	1·86	2·00	11·43	15·29	—	—	·50	·50	—	·50	3·00	3·50	—	·50	4·25	4·75	—	0·50	4·50	5·00	1·00	1·50	9·00	11·50	·50	·50	4·00	5·00	1·50	2·00	6·50	10·00

NOTE.—Of the 2,285,208 Passengers booked during 1889 at all stations, 2,118,149 travelled under 50 miles and 167,059 over 50 miles.

No. 99.—Statement showing the Distribution of Passengers booked at Matale Station during 1889.

		1st Class.	2nd Class.	3rd Class.	Coolies.	Total.
Ukkuwela,	returns doubled ...	6	39	1,948½	—	1,993½
Wattegama	,, ...	28	258½	4,450	332	5,068½
Katugastota	,, ...	9	40	2,869	52	2,970
Mahaiyawa	,, ...	10	537	13,826	72	14,445
Kandy	,, ...	331	924½	7,424	3,790	12,469½
Peradeniya to Nawalapitiya,	,, ...	21½	122½	4,562½	4,900	9,606½
Galboda to Nanuoya	,, ...	37	92	2,754½	8,250	11,133½
Kadugannawa to Colombo	,, ...	108	297½	2,508½	353	3,267
Maradana to Kalutara	,, ...	9	93½	1,666	67	1,835½
	Total ...	559½	2,404½	42,009	17,816	62,789

Colombo, October, 1890.

W. T. PEARCE,
General Manager.

No. 100.—Statement showing the Coaching Earnings of each Section for 1889.
(Supplied by the General Manager of the Railways.)

Particulars.	Colombo to Kandy Line, 75 miles.		Kandy to Matale Line, 18 miles.		Peradeniya to Nawalapitiya Line, 17 miles.		Nawalapitiya to Nanu-oya Line, 41 miles.		Maradana to Kalutara Line, 28 miles.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Passengers, including season tickets and excess fares ...	401,888	31	61,206	15	92,350	98	153,255	67	267,040	36
Average per mile ...	5,358	51	3,400	34	5,432	41	3,737	94	9,537	15
Average per mile per day ...	14	67	9	32	14	88	10	24	26	13
Parcels, horses, carriages, dogs, &c.	42,387	1	2,395	32	7,793	99	20,925	99	15,788	62
Average per mile ...	565	16	133	7	458	47	510	39	563	88
Average per mile per day ...	1	55	0	36	1	26	1	40	1	55
Mails	13,000	0	1,750	0	2,866	0	3,000	0	2,000	0
Average per mile ...	173	33	97	22	168	59	73	17	71	43
Average per mile per day ...	0	48	0	27	0	46	0	20	0	19
Total ...	457,275	32	65,351	47	103,010	97	177,181	66	284,828	98
Average per mile ...	6,097	0	3,630	63	6,059	47	4,321	50	10,172	46
Average per mile per day ...	16	70	9	95	16	60	11	84	27	87

Colombo, October 21, 1890.

W. T. PEARCE,
General Manager.

No. 101.—PAPERS referring to MR. PRICE-WILLIAMS (see 463 to 493, pages 17 and 18 of Evidence.) Extracts from a Sessional Paper laid on the table of the Legislative Assembly of New South Wales on July 30, 1889, and headed "Railway Report of Mr. R. Price-Williams, C.E., on the Condition of the Rolling Stock and the Permanent Way."

I.

THE Railway Commissioners having found from Mr. Mow's report on rolling stock, that the conclusions they have arrived at as to the condition of the property were fully confirmed, and as the amount of money involved was so great, when they learnt that so eminent an authority on rolling-stock and permanent way as Mr. R. Price-Williams, M.I.C.E., and late Member of the Council, M.E., was in the Colonies, decided to obtain his services to investigate the subject further, feeling that Parliament would probably require the strongest evidence to justify so large a money vote being granted as would be necessary to place our railways on a proper footing.

It may be mentioned that when the Home Government contemplated the purchase of the Irish railways, and appointed a Royal Commission to report on the same, that the Commission engaged, as Chief Engineer, Mr. R. Price-Williams, to value for them the rolling stock, permanent way, and works of the whole system.

Mr. R. Price-Williams is also the author of a paper on the Permanent Way of Railways, for which he was awarded by the Council of the Institution of Civil Engineers the premier Telford medal and premium; also, a paper on the Maintenance and Renewal of Rolling Stock, for which he was awarded by the same institution the gold Watt medal and Telford premium. Both these works are now recognised as standard authorities on these subjects.

E. M. G. EDDY, Chief Commissioner.
W. N. FEAHON, } Commissioners.
CHARLES OLIVER, }

II.

No. 101 A.—The CHAIRMAN, Railway Commissioners, to R. PRICE-WILLIAMS, Esq., C.E.

Department of Railways,
Sydney, July 30, 1889.

MY DEAR SIR,—IT is intended by the Minister to lay on the table of the House a copy of your report to the Commissioners upon the Railway Property; and as you will not be so universally known in this country as you are at home, I shall feel obliged if you will favour me with a copy of the letter from Sir James N. Douglass, F.R.S., &c., which you referred to when we were speaking together recently.

Faithfully yours,
E. M. G. EDDY.

III.

No. 101 B.—R. PRICE-WILLIAMS, Esq., C.E., to the CHAIRMAN, Railway Commissioners.

Union Club,
Sydney, July 30, 1889.

MY DEAR SIR,—I AM much obliged to you for your letter of this date, and for your suggestion that I should furnish you with a copy of the letter of introduction my friend Sir James Douglass recently gave me to His Excellency Sir Robert Hamilton, the Governor of Tasmania, which I have the pleasure to enclose.

I should state that Sir James Douglass, F.R.S., is the Engineer to the Trinity House, and a leading member of the Council of the Institution of Civil Engineers.

Yours faithfully,
R. PRICE-WILLIAMS.

Enclosure to III.

No. 101 C.—Sir J. N. DOUGLASS to Sir R. GEO. C. HAMILTON, K.C.B., &c.

Trinity House,
London, March 20, 1889.

MY DEAR SIR ROBERT,—I BEG to introduce to you my old friend and schoolfellow, R. Price-Williams, M.I.C.E., &c., who is on a visit to Tasmania in connection with the railways of the country.

Mr. Price-Williams is probably the greatest living authority on railways in all the branches of construction, rolling stock, and maintenance. Therefore you will, I am sure, be glad to make his acquaintance, and more especially when I assure you that no member of the Institution of Civil Engineers is more highly esteemed by his professional brethren.

I am, &c.,
JAMES N. DOUGLASS.

No. 102.—The SECRETARY, Northern Railway Commission, to H. OLIVER, Esq., Háputalé Railway Extension.

No. 62. Colombo, December 18, 1890.

SIR,—I AM directed by the Commissioners appointed by His Excellency the Governor to inquire into Railway Extension Northwards in this Island, to inform you that they desire to examine you on this subject, and I would request you to be good enough to inform me as early as possible whether it will be convenient for you to attend the meeting of the Commissioners which has been fixed for January 8, 1891, at the Council Chamber, Colombo.

The Commissioners propose to examine you especially as to your report on the Railway to Chilaw, printed as Sessional Paper VII. of 1887, with a view of ascertaining if the estimate of cost of construction could be reduced, either by altering the system of construction or by substituting a light kind of railway with less expensive buildings and rolling stock, and also to obtain your views as to the probable cost of working this line of railway on the different systems.

(See Evidence 415 to 418, page 15.)

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 103.—The SECRETARY, Northern Railway Commission, to F. J. WARING, Esq., Háputalé Railway Extension.

No. 63. Colombo, December 18, 1890.

SIR,—I AM directed by the Commissioners appointed by His Excellency the Governor to inquire into Railway Extension Northwards in this Island, to inform you that they desire to examine you on this subject, and I would request you to be good enough to inform me as early as possible whether it will be convenient for you to attend the meeting of the Commissioners which has been fixed for January 8, 1891, at the Council Chamber, Colombo.

The Commissioners propose to examine you with a view to obtaining your opinion on the cost of railway construction generally, and especially to obtain your opinion on the following :—

(1) The points mentioned in clause 4 of their interim report, copy of which I have the honour to enclose.
(2) The kind of railway you would consider most suitable for the transport of approximately the following traffic :—

Between Kurunégala and Jaffna, 189 miles ; 7,000 tons annually.
Between Kurunégala and Anurádhapura, 69 miles ; 3,500 tons annually
Between Anurádhapura and Jaffna, 120 miles ; 2,000 tons annually.
Passenger traffic, varying from 20 to 100 passengers each way per day.

The above includes both the up and down traffic.

(3) The probable cost of a survey for a railway from Polgahawela to Jaffna.

(See Evidence 398 to 414, page 15.)

I am, &c.,
J. C. FARQUHARSON.
Secretary.

No. 104.—The CHIEF RESIDENT ENGINEER, Haputalé Railway, to the CHAIRMAN, Northern Railway Commission.

(See 414, page 15 of Evidence.)

Pattipola, Nanu-oya, January 13, 1891.

SIR,—IN accordance with your oral request, I beg to forward the following classified statement of expenditure per mile upon the various main items, making up the total sum of about Rs. 40,000 per mile, for which, as stated in my evidence before the Commission on the 8th instant, I believe it to be possible, with the strictest economy and under the most favourable conditions, that a light line of railway on the 5 ft. 6 in. gauge might be constructed in Ceylon :—

	Rs.
A.—Earthwork	3,500
B.—Bridges	4,000
C.—Culverts	1,000
D.—Permanent Way	23,400
E.—Level crossings, &c.	100
F.—Stations	1,000
G.—Land and compensation	400
H.—Telegraph	300
I.—Engineering and administration	2,000
J.—Rolling stock	1,600
	37,300
Contigencies, 10 per cent. on above ...	3,730
Total ...	41,030

2. This estimate is based upon the following assumptions, viz., that the country traversed is level, or very nearly so ; that bridges and culverts will be generally but small, and that they will not be often required ; that the line will run for much of its length through Crown land, for which no charge will be made ; that the average distance apart of the stations will be not be less than 10 miles, and that generally they will be small and of the simplest and cheapest design ; that the traffic to be carried will at the outset not exceed that estimated by the Commissioners ; that the line be made Departmentally, in the same manner as the Haputalé Railway ; and that the absence of heavy works will permit of its construction in three years or less.

3. It is of course impossible for me, without having seen the country, to be able to state whether any or all these conditions will apply to the line between Kurunégala and Jaffna. A short visit of inspection, however, would enable me to give an opinion as to whether there was a reasonable hope of their fulfilment, though nothing but an actual survey will enable this point to be accurately ascertained.

I am, &c.,
F. J. WARING.

No. 105.—Mr. H. OLIVER to the SECRETARY, Northern Railway Commission.

Nánu-oya, January 12, 1891.

SIR,—I HAVE the honour to forward herewith the two estimates asked for by the Commissioners appointed to inquire into Railway Extension Northwards at their meeting on the 8th instant :—

I.—Estimate of cost of one mile of a light line of railway, 200 miles long, on 5 ft. 6 in. gauge, through a country where all the conditions are favourable.

(See 417, page 15 of Evidence.)

	Rs.
Earthwork	3,000
Bridges	4,000
Culverts	1,200
Permanent way rails, 50 lb. to the yard, including transport ...	23,500
Level crossings	150
Land, &c.	300
Stations	1,200
Telegraph	500
Engineering supervision	1,800
Rolling stock	2,000
	37,650
Contingencies, 10 per cent ...	3,765
Total ...	41,415

II.—Estimate of cost of one mile of a light line of railway from Mahara to Chilaw on the 5 ft. 6 in. gauge, the quantities of work being the same as estimated for in paragraph 36, page 3, Sessional Paper VII. of 1887, but a lighter permanent way, cheaper stations, and reduced rolling stock substituted sufficient for a light traffic.

(See 415 F, page 15 of Evidence.)

	Rs.
Earthwork	3,202
Bridges	13,749
Culverts	975
Permanent way rails, 50 lb. to the yard, including transport ...	23,270
Fencing	568
Level crossings and metalling roads	1,501
Lands, &c.	2,931
Stations	5,758
Telegraph	500
Engineering supervision	2,475
Rolling stock	8,598
Work at Colombo station	990
	64,517
Contingencies, 10 per cent ...	6,451
Total ...	70,968

I am, &c.,
H. OLIVER.

No. 106.—The SECRETARY, Northern Railway Commission, to the GENERAL MANAGER, Ceylon Government Railways.

(See 557, page 20.)

No. 100. Colombo, January 24, 1891.

SIR,—IN accordance with instructions of the Hon. the Chairman of the Commission on Railway Extension Northwards, I have the honour to annex particulars of assumed traffic as asked for by you, to enable you to estimate the rolling stock required for a railway from Polgahawela to Jaffna.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No 106 A.—*Traffic for a Railway, Polgahawela to Jaffna.*

Passengers.			Miles.
1	..	300 first class passengers, Polgahawela and Jaffna ...	201
2	...	700 second do. do. do. ...	201
3	...	10,000 third do. do. do. ...	201
4	...	750 first do. do. Kurunégala ...	12
5	...	1,250 second do. do. do. ...	12
6	...	60,000 third do. do. do. ...	12
7	...	750 first do. Local, round Jaffna, say ...	10
8	...	1,250 second do. do. do. ...	10
9	...	18,000 third do. do. do. .	10
10	...	80,000 coolies, Polgahawela and Madawachchi	96
11	...	100 000 pilgrims, say	80

Allowance to be made for mails, horses, carriages, dogs, and parcels.

Goods.			
12	...	6,720 tons, Polgahawela and Jaffna	201
13	...	2,000 tons, Anurádhapura and Jaffna	121
14	...	3,500 tons, Anurádhapura and Kurunégala ...	69
15	...	20,000 tons, Polgahawela and Kurunégala ...	12

The above figures include both up and down traffic.

No. 107.—The GENERAL MANAGER, Ceylon Government Railways, to the SECRETARY, Northern Railway Commission.

(See 544, page 20.)

No. 74. Colombo, January 27, 1891.

SIR,—As requested, I have the honour to give details of an expenditure of Rs. 38,800 a mile for the construction of a light railway on existing gauge :—

Classification.	Cost per Mile. Rs.
Cuttings	2,500
Embankments	800
Bridges	5,000
Culverts	1,500
Stations and buildings	2,000
Signals	100
Permanent way	22,000
Land and compensation	1,000
Clearing land	200
Telegraph	600
Engineering and administration	3,000
Furniture and fittings	100
Total ...	38,800

I am, &c.,
W. T. PEARCE,
General Manager.

No. 108.—The GENERAL MANAGER, Ceylon Government Railways, to the SECRETARY, Northern Railway Commission.

(See 557, page 20.)

No. 75. Colombo, January 27, 1891.

SIR,—IN reply to your letter No. 100 of the 24th instant, I have the honour to state that for the traffic mentioned I should estimate that Rs. 5,000 a mile would be required for rolling stock.

I am, &c.,
W. T. PEARCE,
General Manager.

No. 109.—The GENERAL MANAGER, Ceylon Government Railways, to the SECRETARY, Northern Railway Commission.

(See 559, page 20.)

No. 76. Colombo, January 27, 1891.

SIR,—WHEN stating that the cost of rolling stock of a line costing Rs. 20,000 a mile to construct would probably be about the same as the cost of construction, I had in my mind a short length of line with a fair amount of traffic, but on being reminded that the line would be some 200 miles long and the traffic light, I stated that perhaps Rs. 2,000 would suffice. On further consideration, however, I do not think that Rs. 2,000 a mile would be sufficient, but rather Rs. 6,000, bearing in mind the number of vehicles, &c., which would be required for a line so light and narrow.

I am, &c.,
W. T. PEARCE,
General Manager.

No. 110.—The SECRETARY, Northern Railway Commission, to the GENERAL MANAGER, Ceylon Government Railways.

No. 113. Colombo, February 9, 1891.

SIR,—I AM directed by the Commissioners to request you to be good enough to supply them—

(1) With particulars of all coaching and goods traffic booked to and from Polgahawela during 1890.
(2) With the revenue which would be earned by this traffic if conveyed through to Kurunégala.
(3) With the cost of working this traffic to and from Kurunégala.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

No. 111.—The GENERAL MANAGER, Ceylon Government Railways, to the SECRETARY, Northern Railway Commission.

No. 119. Colombo, February 17, 1891.

SIR,—I HAVE the honour to forward the particulars asked for by your letter No. 113 of the 9th instant.

[Printed as enclosures A to A 5 of the Report, see pages iv., v., and vi.]

I am, &c.,
W. T. PEARCE,
General Manager.

No. 112.—The Engineer of Way and Works, Ceylon Government Railways, to the Chairman, Northern Railway Commission.

(See 494 to 507, pages 18 and 19 of Evidence.)

No. 9. Colombo, January 24, 1891.

Sir,—In compliance with your request, I have now the honour to forward an estimate of the actual cost of the Kalutara-Bentota extension, with a comparative statement showing the conditions under which a cheaper line might be constructed on the same gauge.

I could not send in this statement yesterday, owing to my not being able to obtain the information I wanted in connection with the existing bridges until yesterday afternoon.

As there seems to be some misapprehension as to the cost of the survey as stated by me, I would explain, in mentioning Rs. 250 per mile as the probable cost, I was under the impression that a flying or preliminary survey was all that was contemplated; but if, as I am now informed, a full detail survey upon which a contract could be let is contemplated, I do not consider a survey giving such details and quantities including drawings of bridges, culverts, &c., can be done under Rs. 500 per mile.

I am, &c.,

W. CANTRELL,
Engineer of Way and Works.

No. 112 A.—Statement handed in by Mr. W. Cantrell, Engineer of Way and Works, Ceylon Government Railways, showing the Cost of the Bentota Railway Extension, and the Comparative Cost for the Kurunégala-Jaffna Railway, under the most favourable Conditions.

Description of Work.	Bentota Extension.		Kurunegala-Jaffna Railway.		
	Total Cost.	Cost per Mile for each Item.	Cost of 189 Miles under similar conditions to Bentota Extension.	Cost per Mile under the most favourabe conditions which can be allowed.	Total Cost of 189 Miles under the most favourable conditions which can be allowed.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
A.—Clearing land ...	2,781 96	253 0	47,817 0	400 0	75,600 0
B.—Earthworks ...	34,369 12	3,124 0	590,436 0	3,124 0	590,436 0
C.—Bridges	52,308 14	4,755 0	898,695 0	4,233 0	800,000 0
D.—Culverts	20,767 11	1,888 0	356,832 0	2,000 0	378,000 0
E.—Fencing	19,820 70	1,802 0	340,578 0	211 0	40,000 0
F.—Stations	36,155 72	3,286 0	621,054 0	500 0	94,500 0
G.—Road diversions ...	3,154 42	287 0	54,243 0	100 0	18,900 0
H.—Signals and level crossings...	3,402 87	310 0	58,590 0	200 0	37,800 0
I.—Station approaches ...	2,631 19	239 0	45,171 0	120 0	22,680 0
K.—Permanent way ...	252,566 50	22,961 0	4,339,629 0	21,750 0	4,110,750 0
L.—Land and compensation ...	99,000 0	9,000 0	1,701,000 0	500 0	94,500 0
M.—Engineering, &c. ...	41,625 10	3,784 0	715,176 0	3,000 0	567,000 0
N.—Electric telegraph ...	3,833 17	348 0	65,772 0	750 0	141,750 0
O.—Furnishing stations, fittings...	8,885 0	808 0	152,712 0	100 0	18,900 0
P.—Extra buildings ...	66,156 75	6,014 0	1,136,646 0	500 0	94,500 0
Q.—Rolling stock ...	—	—	—	2,500 0	472,500 0
Total ...	647,457 75	58,869 0	11,124,351 0	39,988 0	7,557,816 0

Remarks.—I have omitted the cost of transport between Colombo, Kurunegala, and Jaffna. This is a heavy item, amounting to Rs. 570,476, or Rs. 3,018 per mile, and will bring the total cost up to Rs. 43,006 per mile. (See Nos. 113 and 114.)

List of rolling stock: 6 locomotive engines, 6 first and second class composites, 4 second class carriages, 20 third class carriages, 6 passenger brake vans, 40 covered goods wagons, 20 open goods wagons, 4 goods vans, 2 horse boxes, 2 carriage trucks, 10 cattle wagons, 12 timber wagons,—the total cost—Rs. 472,500.

Notes.—There is an increase under the item *A* of Rs. 147 per mile.

Item *B.*—I have left same as Bentota line, as I consider it will not turn out less.

C.—The bridges, I have taken from information obtained from Public Works Department as to existing road bridges, and should be fairly accurate.

D.—I have slightly increased the cost in comparison with the actual cost on Bentota Extension.

E.—I have allowed for only 20 *single* miles of wire fencing.

F.—I have allowed for 10 stations; Jaffna and Anuradhapura to be goods stations only.

K.—I have allowed for steel rails 50 lb. per lineal yard, and ballasting to be 1,760 cubic yards to the mile.

L.—I have allowed 8 acres to the mile at Rs. 62·50 per acre. This should be sufficient, allowing for Crown land.

M.—Should be sufficient.

N.—As there is no telegraph line along the route indicated, I have allowed for a new telegraph line from Kurunegala to Jaffna.

O.—Station furnishing, including all the necessary fittings.

P.—Extra buildings. This means station masters and clerks' houses, &c.

Q.—I have allowed for what I consider would be sufficient to work the traffic as stated by the Commission.

Colombo, January 24, 1891. W. CANTRELL.

No. 113.—The Chairman, Northern Railway Commission, to the Engineer of Way and Works, Ceylon Government Railways.

No. 110. Colombo, February 3, 1891.

Sir,—In the statement handed in by you on the 24th ultimo, showing cost of one mile of railway, you make a note that transport, which you estimate at Rs. 3,018 per mile, has not been included.

As over Rs. 3,000 a mile for transport appears to be very heavy, I have the honour to request you to state details of the estimate.

I am, &c.,

F. R. SAUNDERS,
Chairman.

No. 114.—The Engineer of Way and Works, Ceylon Government Railways, to the Chairman, Northern Railway Commission.

No. 19. Colombo, February 9, 1891.

Sir,—With reference to your letter No. 110, of the 3rd instant, I have the honour to annex details of the estimate for transport.

I am, &c.,
W. CANTRELL,
Engineer of Way and Works.

No. 114 *a*.—Detail of Estimate for Transport.

The item of transport is for permanent way materials only, and is made up as follows :—

78·57 tons	... ...	rails
133·33 tons	... ...	sleepers
8· 0 tons	... ...	fastenings
219·90 tons or say 220 tons per mile.		

Colombo to Polgahawela	45½ miles
Polgahawela to Kurunégala	12½ miles
Total ...	58 miles

220 tons at 12 cents per ton per mile = Rs. 26·40
Rs. 26·40 × 58 miles ... = Rs. 1,531·20
Rs. 1,531·20 × 189 miles ... = Rs. 289,396·00

This is only rail freight from Colombo to Kurunégala.

The cost of transport beyond Kurunégala cannot be considered at a less rate than Rs. 7 per ton over the whole distance of 189 miles, viz., 220 tons × Rs. 7 × 189 miles = Rs. 291,060 :—

	Rs.	c.
Rail freight	289,369	80
Cart hire	291,060	0
	580,429	80

The rail freight from Colombo to Kurunégala may be reduced by one-half, as I calculated the ordinary rate per ton instead of contractors' rates, which is only 6 cents per ton per mile, so that the amount may be reduced by Rs. 144,698·40, or to Rs. 435,731·40.

W. CANTRELL,
Engineer of Way and Works.

No. 115.—The Hon. J. J. Grinlinton to the Secretary, Northern Railway Commission.

(See 524, page 19.)

Colombo, January 23, 1891.

Dear Sir,—I send you as requested for the use of the Commissioners (publication or otherwise), a most interesting and instructive letter which I have received from Mr. H. G. Turner, (Madras Civil Service, retired).

The letter is a private one, but I see nothing in it but what is of public interest, and it may be very useful to us in the inquiries now being made.

Yours, &c.,
J. J. GRINLINTON.

No. 115 A—*Enclosure in* No. 115.

Mr. H. G. Turner to the Hon. J. J. Grinlinton.

Trevandrum, December 28, 1890.

Dear Mr. Grinlinton,—I have perused the papers on the Railway extension to Jaffna with much interest. I am unacquainted with the country, but I presume that the habits of the people are much the same as in South India. I have had something to do with inaugurating a line in South India, and I am interested in developing more lines, hence my observations may be of some use to you. First, as to the kind of line required for the country between Polgahawela and Jaffna *via* Dambulla and Anurádhapura. Sir Bradford Leslie and General Conway Gordon, Director-General of Indian Railways, advocate the steam tramway system in districts where neither the broad gauge nor the metre gauge is likely to pay—that is to say, where lands and population would no doubt benefit by a railway if public economy permitted of lines being built, but where it is doubtful whether, in the present condition of the country, a line would be self-supporting.

Sir Bradford Leslie has recently framed an estimate for a tramway for such a country. Taking that estimate for a guide, it is quite possible that a steam tramway could be constructed over the route mentioned for Rs. 30,000 to Rs. 35,000 a mile, including rolling stock.

I observe that Mr. Twynam, the Government Agent of Jaffna, concludes his views on the project with at remark that a railway constructed at £3,000 a mile might pay its expenses. Sir Bradford Leslie's tramway would be, if the conditions and requirements in Ceylon are the same as those in India, a line of 27-in. gauge, the steepest gradient 1 in 20 m., minimum radius of curves 150 feet, with a speed of 10 miles an hour ; the rolling stock would be bogie trucks. Such a line would be capable of conveying timber, grain, cotton half-screwed, hides, salt, piece goods, and passenger traffic.

The survey would cost Rs. 500 a mile.

I do not go into details of construction and estimate, but should you wish for further information you should write to Sir Bradford Leslie, K.C.I.E., Tariangower, Willesden lane, London, N. W.

With regard to the development of passenger traffic, the following official figures may be of use to you :—On the Madras railway, upwards of 800 miles in length, the passenger traffic developed in 16 years from 2¼ millions to 6,374,000 ; on the South Indian railway, after 579 miles were opened, the traffic rose from 4 millions in 1877 to 6½ millions in 1886-87.

In 1878 the gross income from coaching traffic on the latter line was Rs. 60·22 per mile week ; in 1884 it rose to Rs. 65·21 ; in 1886 to Rs. 74·56.

The coasting steamers will not interfere with passenger traffic. Every Hindu hates a sea voyage—life at sea is prejudicial to his caste and habits.

I have little doubt that in the matter of passenger traffic the Jaffna line will exceed expectation. The native likes to move about. The results on your other lines justify this view.

As to the goods traffic, I consider that the memorial does not over-state the case.

That only one-third of the existing traffic will find its way by rail is, so far as my experience goes, not in accordance with a similar condition of traffic in the east coast of India.

Coasting steamers between the east coast ports of Masulipatam and Gopaulpore cannot compete with cart traffic, much less with rail traffic, unless the distances are considerable.

If there are roads available there is hardly any interportal steamer trade between ports within 100 miles of each other on that coast.

Boat hire and other charges and delays run up the bill so much that merchants prefer using carts at 2½ miles an hour.

The memorialists draw attention to the steam and railway traffic between London and the ports on the east coast of England and Scotland.

Take also the case in America as between canal and rail traffic. A great authority on this question is Mr. Jeans, whose book entitled "Railway Problems" is full of most interesting information.

In America competition between canals and railways were very keen, resulting in the unqualified triumph of the railway interest. Enormous concessions were made in freight charges on canals, which may be appreciated by the fact that the average toll taken per ton on the New York State canals fell from 1·20 per dollar in 1840 to 0·17 per dollar in 1880.

The question, says Mr. Jeans, is not settled by mere comparison of freight rates. These are not the controlling factors, unless they are coincident with celerity and reliability of transport.

If railways give reasonable rates, deliver grain in good condition, and treat all comers equally, they will in the end beat canals, and they will certainly beat coasting steamers over short distances.

I must now conclude. The subject is of great interest. The question is of moment not only to Ceylon, but to India. Should tramways be found suitable to the requirements of the continent and of the Island there is immense scope for extension. I should be very much obliged to you if you would let me know whether the Ceylon Government consider the tramway system worth a trial, and if you would let me see the arguments for and against the proposal.

I return to England in February, and a letter would hardly reach me in India. My English address is 19, Sloane Gardens, London, S. W. I have given you Sir B. Leslie's.

With kind regards, yours truly,

H. G. TURNER.

No. 116.—The Hon. J. J. GRINLINTON to the SECRETARY, Northern Railway Commission.

(See 520, page 19.)

Colombo, February 24, 1891.

SIR,—WITH reference to the letter of 28th December last, of Mr. H. G. Turner (late Madras Civil Service), on the subject of tramways, and my evidence before the Commission, I have the honour to enclose a pamphlet on the same subject, dated 13th February, which Mr. Turner has submitted to His Excellency Lord Wenlock, the Governor of Madras, and which I understand is under favourable consideration by the Madras Government.

I recommend the perusal of this pamphlet to the Ceylon Commissioners on the Railway to Jaffna, as I think they will find much useful information which may be of value in the consideration of the important subject now before them. It is at the service of the Commission for publication. I think it more than bears out my evidence in support of a tramway to the north of the Island.

I am, &c.,

J. J. GRINLINTON.

No. 116 A.—Enclosure in No. 116

Memorandum on a Steam Tramway designed to run from the East Coast Railway to tap the Inland Country af Vizagapatam as far as Parvatipur, with a Branch from Bobbili to Salur—Length 50 miles.

IN his recent report on the East Coast railway, Mr. F. B. Walker, the Engineer-in-Chief, says that the natural development of the Vizagapatam section of the East Coast railway depends on tapping the country, going right into the Central Provinces, "not a wild or barren country, but one which is only waiting for the opening of communication to increase in cultivation, population, and wealth." He adds that if the line were extended northwards into the heart of the country, it would not only open up new and rich ground, but would add enormously to the paying receipts of the East Coast line.

All the traffic coming from the Sambalpur direction by the Ombadola and Parvatipur road, and from Jeypore, Bustar, and Raipore down the Salur Ghât, now unite near Salur.

This traffic now proceeds by road through Vizianagram to Bimlipatam and by road through Palconda to Calingapatam. So also salt from Nowpada proceeds by road through Palconda to Parvatipur. And piece-goods and other articles of import proceed from Bimlipatam *viâ* Vizianagram by road to Salur and Parvatipur.

Unless the outgoing traffic is brought from Parvatipur and Salur along a feeder to the main line, it would continue to pass to Bimlipatam and Calingapatam by road on carts. These carts will cross the main line and proceed to the above ports. So also the carts will return from these ports laden with salt and imports, and they will cross the main line and proceed to Salur and Parvatipur.

The East Coast line will consequently not benefit by the trade from and into the interior.

But if a feeder be constructed from a suitable spot on the main line—such as Chiparapalli, 19 miles north-east of Vizianagram—to run through Bobbili (with a branch thence to Salur) and on to Parvatipur, it would convey traffic from those emporia to the main line, whence it would be distributed along the line either to the Vizagapatam port on the south or to Calingapatam on the north.

Salt would be conducted by the main line from Nowpada to the feeder junction, and imported goods landed at Vizagapatam would use the main line also as far as the feeder junction.

It is therefore essential to the prosperity of the Vizagapatam section of the East Coast line to construct a feeder from Chiparapalli to Parvatipur, with a branch to Salur. And this feeder should be ready for traffic at the same moment that the East Coast line is opened.

Now the question is, what kind of feeder is this to be. The East Coast line is to be a broad gauge line. Are we to have a broad gauge feeder to Parvatipur? And if it is to be a broad gauge line, when is it to be made? What will it cost to make? Arrived at Parvatipur, is the broad gauge to stop there, or is it to be extended through the Ombadola gap to Sambulpoor? If so, when, and at what cost?

The questions will in all probability be either answered in the negative or they will be indefinitely postponed. The delay in getting the branch made—the great cost of the line—the for-ever-deferred extension into the interior of so large a system, will prevent what is deemed essential to the success of the Vizagapatam section of the main line; that is, the throwing on to it of the existing traffic and the development of the rich inland territory.

Then, is the feeder to be a metre gauge line? The proposed Vizagapatam-Raipore railway was to have been metre gauge. It was put aside because it did not promise to pay, or because of other considerations. There are, besides, manifold objections to the introduction of a metre gauge line between two broad gauge systems,—between, that is, the Bengal-Nagpur railway and the East Coast line.

I had an opportunity of putting the case before Colonel Conway-Gordon and Sir Bradford Leslie. They recommended a steam tramway on the following scale:—

Gauge of rails, 27 inches; weight of rails, 25 lb. to the yard.

Clear between tracks at passing places, 7 ft.
Width of formation banks, 9 ft.
Cuttings, 12 ft.
Steepest gradient, 1 in 30.
Minimum radius of curves, 150 ft.
Number of sleepers per mile, 3,520.
Maximum weight on each pair of driving wheels, 4½ tons.
Maximum weight on each pair of carriage and wagon wheels, 2 tons.

Rolling-stock on bogie trucks—

Capacity of wagons, 400 cubic ft.
Load of wagons, 5 tons.
Speed of traffic, 10 miles per hour.
Station bungalows, at about 10 miles intervals.
No raised platforms.

The approximate estimate of cost per mile of tramway is as follows:—

	Rs.	Rs.
Survey per mile	— ...	400
Bungalows to be used as stations	— ...	400
Earthwork, bridging, and reservoirs	— ...	12,500
Rails, including 10 per cent. for sidings, 44 tons at Rs. 100 = ...	4,400	
Fastenings	400	
3,872 sleepers at 8 annas	1,936	
Inland transport	300	
Laying and lifting	110	
	——	7,146
Rolling stock—		
40 Engines	...	1,250
500 covered goods wagons, 100 passenger trollies	...	1,250
		22,946
Engineering, 10 per cent.	...	2,294
Contingencies	...	1,147
	Total ...	26,387

It must be carefully borne in mind that the above specification and estimate was for a steam tramway 300 miles long. Without further reference to Sir Bradford Leslie I cannot undertake to commit him to these figures if a shorter line be contemplated.

Such a tramway would convey timber, grain, cotton (half screwed), hides, salt, piece-goods, &c., besides passenger traffic.

It is capable of dealing with any quantity of traffic at all likely to be developed for years to come.

With an average rate of nine pies per ton per mile, the expenses should not exceed sixty-six per cent. of the gross.

The authorities whom I have consulted on these figures admit that if such a line as Sir Bradford Leslie proposes can be built at his rates, it would be a type of feeder highly useful to the country. But they doubt the possibility of constructing a line at so low a figure as Rs. 26,000 a mile. One authority thought that it could not be done under Rs. 30,000 a mile, without rolling stock, I believe.

I submitted these doubts to Sir Bradford. He replied that he was prepared to find responsible contractors to carry out his estimates.

The question is entirely an engineer's question. On the one side we have Colonel Conway-Gordon and Sir Bradford Leslie—certainly men of great experience and responsibility. On the other side there are the responsible advisers of Government. It is submitted that the interests involved are so great as to warrant further investigation. No doubt Sir Bradford Leslie is prepared to substantiate his figures if he were approached through the Secretary of State. And no better plan suggests itself than to make a contract with Sir Bradford to construct and maintain a tramway on his own lines, and at his own rates.

The success of such a section as the Parvatipur feeder would establish a type of such auxiliaries useful in a number of other cases, where similar feeders are so much needed.

With regard to the alignment of this feeder, which should be restricted, in the first place, to run as far as Parvatipur with a branch to Salur from Bobbili, the following remarks may be of use. If the survey proves favourable, the junction of the feeder with the East Coast railway should be at Chiparapalli, to catch, as above explained, both the traffic from the north and that from the south.

From Chiparapalli the line will run as straight as possible to Bobbili, about 25 miles.

Here a branch will leave the main line for Salur, 10 miles, thus avoiding the bridging of the two rivers which are met with on the Ramabadrapuram-Salur road, and not increasing the length of the feeder.

From Bobbili the line will run to Parvatipur, 15 miles.

The total length of the feeder line and branch will therefore be 50 miles.

The population of the area traversed by the tramway, taking 10 miles on each side of it, is 500,000.

The towns to be served by it are—

Salur, with a population of	...	...	...	11,856
Bobbili do.	...	...	...	14,943
Parvatipur do.	...	...	...	9,933

Mr. Walker has recently compiled figures dealing with the immediate and prospective traffic on the East Coast line.

He says that in this Coconada-Chicacole section, he expects to get at once an average income of Rs. 107 per mile per week, and a prospective income of Rs. 188 per mile per week. This is on the main line. Probably the traffic on the Parvatipur feeder will be as large as on any portion of this mid-section. There will be no coal, but there will be timber.

If we increase, out of deference to the authorities, Sir Bradford Leslie's estimate from Rs. 26,000 to Rs. 30,000 a mile, and allow two-thirds of Rs. 107—that is, Rs. 71—for working expenses, there will be an immediate profit of Rs. 36, and on the prospective traffic of Rs. 188 per mile per week this will be a profit of Rs. 62.

The former figure represents a return of 6 per cent. on a capital outlay of 15 lakhs, the latter figure 10 per cent.

In my former memorandum I suggested that a concession be given to a Company to construct these tramways. If, in the absence of any data to go on, such a proposal be deemed premature, I venture to submit that a case has been made out for effecting a contract between the Secretary of State and Sir Bradford Leslie for the construction of a feeder 50 miles in length from the East Coast line to Parvatipur, including a branch to Salur, at a cost of 15 lakhs.

Madras, February 13, 1891. H. G. TURNER.

No. 117.—The Director of Public Works to the Chairman of the Northern Railway Commission.

(See Evidence 580 to 600, page 21.)

No. 1,872. Colombo, November 6, 1890.

Sir,—With reference to my report No. 226 of July 22 last, (see page) I have the honour to forward herewith a memorandum on the advantages of a 3-ft. gauge railway system for Ceylon. These advantages are not alone in construction, but also in working expenses and maintenance.

Accompanying the memorandum are tracings to illustrate the manner in which the savings are effected in construction and equipment.

I am, &c.,

R. K. MACBRIDE,
Director of Public Works.

No. 117 A.—Memorandum.

When in Europe in 1887 I had the opportunity of inspecting the system of 3-ft. gauge railways in Ireland. The advantage of the adoption of this gauge for Ceylon railways struck me most forcibly, and at that time I recorded my views concerning them. Since then I have seen no reason to alter those views, for the cheaply constructed railways of Ireland have been working steadily and efficiently, and extensions and branches continue to be constructed upon the same principle, and with comparatively remunerative results.

The standard gauge in Ireland is 5 ft. 3 in., and the expediency of a break of gauge is explained in the following resolution of the House of Lords during the session of 1879, which was passed after a full debate :—

"That, in the opinion of this House, the construction of railways in Ireland on a gauge narrower than 5 ft. 3 in., where the construction of railways on the standard gauge would be neither remunerative nor practicable, is desirable."

The average cost of Irish railways on the 5 ft. 3 in. of standard gauge is given at £14,150 per mile, those constructed on the narrow gauge principle having averaged less than £5,000 per mile.

The first cost and working expenses depend upon local conditions. Regarding the former it has been admitted, after considerable discussion, that railway construction on a wide gauge under certain conditions would be costly to a prohibitory degree and wholly unremunerative, whereas upon a narrow gauge such savings can be effected as to render construction feasible and give promise of favourable returns.

The working expenses depend upon local conditions also, some lines from their traffic showing large receipts and low working expenses, others from small gross receipts showing necessarily heavy working expenditure.

In narrow gauge construction and equipment savings can be effected in all the following items: Earthwork, ballasting, bridges (over and under), road approaches, permanent way, land, platforms, and rolling stock. In working expenses there is a saving in fuel, oil, stores, and repairs.

The Cushendall Railway was the first narrow-gauge line undertaken and carried to completion. Mr. William Lewis, C.E., for many years associated with Sir John MacNeill, C.E., who at one time recommended a 3 ft. 6 in. gauge for Irish railways, was employed to design and locate it, and it was he who, from motives of economy and, as experience has since proved, efficiency as well, fixed the gauge at 3 ft. The line was opened in 1875 for goods traffic only, for which it was originally constructed, but finding that a passenger traffic could be developed, the Board of Trade gave their consent to its use for that purpose.

The speed limit is 25 miles an hour, the length of the system, which includes short branches into iron mines, being 17 miles.

The gradients on the main line vary from 1 in 40, which is the steepest, and the curves from 270 ft. radius, which is the sharpest. Although the line had been in operation for more than twelve years, I was informed that there had never been an accident to either passengers or goods.

I travelled on the locomotive and in one of the carriages. The former weighed 20 tons ready for the journey; the train attached weighed 60 tons net.

Ascending, on the main line the train was run at a speed of 25 miles an hour—on a branch, which also I inspected, the speed was 16 miles an hour. On the branch the gradient was 1 in 35, and one of the many sharp curves was 184 ft. radius.

Descending (main line), the train, excluding the locomotive, weighed 170 tons, and a speed of 25 miles an hour was maintained.

The expenditure of coal *up* was under 20 lb. per mile; *down* it was almost nil.

The day of my inspection was unfavourable, as the rails were greasy from a drizzling rain, yet nothing could have been more satisfactory than the working of this handy and powerful locomotive, which had been running for twelve years. It had a wheel base of 12 ft., "with a ¾ in. relief by means of a radial axle of the trailing wheel, and was worked to but 110 lb. pressure.

This railway is managed by the Belfast and Northern Counties Railway Company, and there is a considerable interchange of goods from wide to narrow gauge, and *vice versa*.

The cost of transferring coal and lime from wide to narrow is 2*d.* per ton, from narrow to wide 1*d.*; the contrivances for the latter being more simple and efficient. Iron ore from narrow to wide costs 1*d.* per ton from side tip wagons, from hopper-wagons only one halfpenny. These figures are based upon men's wages at 14*s.* per week.

The construction of the line costs, exclusive of land and rolling stock, £3,600 per mile, and it is known that its construction on a wide gauge would, from the physical difficulties of the country, have been prohibitively costly.

The Ballymena and Larne Railway.—Length, 24¾ miles; gauge, 3 ft.; steepest gradient, 1 in 35; sharpest curve, 310 ft. radius. Speed is maintained at 25 miles per hour.

Average cost, £3,400 per mile, exclusive of rolling stock, land, and Parliamentary expenses in getting the Bill. It is a question had the line been constructed on the standard or 5 ft. 3 in. gauge, if practicable at all, whether it would ever have become remunerative.

At the time of my inspection, due to the depression in trade, the working expenses were high—60 per cent. of the receipts; but I was informed that they had been as low as 52 per cent., and further, that the appliances for working the railway could accommodate at least double the traffic ever brought over it.

When I inspected the line the work performed in the running of one train was as follows:—A six-wheel coupled side tank locomotive (wheels 3ft. 3in. diameter, working pressure 140 lb., weight when loaded 22 tons 9 cwt.) took a train from Larne of loaded wagons and passenger carriages (gross weight 87½ tons) up a gradient of 1 in 35, which extended for one mile with seven curves of 310 ft., to 400 radius. The gradients then vary from 1 in 40 to 1 in 47 with fifty curves of very sharp radius until an altitude of 800 ft. has been reached in a distance of ten miles. After the first mile of rise on the 1 in 35 gradient had been accomplished the train was enlarged from a depôt situated there, from 8 to 16 wagons and carriages, and arrived at the summit representing a load, irrespective of the locomotive, of 160 tons.

The coal consumption was 17 lb. per mile—the day was favourable.

The weight of an ordinary goods wagon was 2 tons 4 cwt.; its profitable load is 6 tons.

The time allowed for the performance of the journey, including stoppages there are four stations,—was 1 hour 12 minutes.

I was informed that the working expenses were as low as 1*s.* 5½*d.* per train mile, or 52 per cent. of the receipts.

The stock consisted of general goods, coal, lime, and ore wagons. The cattle wagons accommodate fifteen head. The passenger carriages are composite, carried on double bogie-wheels and on wheels 2 ft. 4 in. diameter with Clemenson's radiating axle—with the former some are 49 ft. long, with the latter 36 ft. They carry an average of forty passengers comfortably.

The floors of the carriages are 2 ft. 10 in. above the rails, 6 ft. wide in the clear, and 10 ft. high at centre over the rails.

There are three classes of locomotives—all built of Messrs. Beyer, Peacock, & Company of Manchester.

1.—Four-wheel coupled bogie side-tank locomotive:—

Gauge	3 ft.
Cylinders (outside)	11 in. dia., 18 in. stroke.
Wheels, bogie (two)	2 ft. dia.
Do. driving	3 ft. 9 in. dia.
Do. trailing	
Rigid wheel base	6 ft. 3 in.
Total wheel base	14 ft. 3 in.

Weight with full water and coal tanks, 19 tons 3 cwt. 3 qrs.—Price £1,160.

2.—Six-wheel coupled side-tank locomotive:—

Gauge	3 ft.
Cylinders (outside)	13½ in. dia., 18 in stroke.
Wheels, leading	3 ft. 3 in. dia., coupled.
Do. driving	
Do. trailing	
Total wheel base	10 ft. 6 in.

Weight (ready for work), 22 tons 9 cwt.—Price, £1,300.

3.—Six-wheel coupled bogie saddle-tank locomotive:—

Gauge	3 ft
Cylinders (outside)	14 in. dia., 18. in. stroke.
Wheels, bogie (two)	2 ft. dia.
Do. leading	3 ft. 3 in. dia. coupled.
Do. driving	
Do. trailing	

Weight (ready for work), 25 tons 13 cwt. 2 qrs.—Price £1,460.

I consider them thoroughly efficient and economical machines.

During the half-year ended December 31, 1886, the line carried 94,311 passengers, 17,530 tons of merchandise, and 32,103 tons of minerals, and was capable of carrying twice this traffic with the rolling stock then available, or much more if the stock were increased. There had never been an accident on this line.

West Clare Railway.—The physical feature and difficulties of the country through which this line runs do not resemble those surmounted in the construction of the other two lines—the Ceylon hill-country bears a strong resemblance to the latter; there is however one point in common, namely, a preponderance of rock.

The line runs from Ennis to Miltown Malbay, twenty-seven miles long, opened in July, 1887. It had carried an enormous number of passengers and much merchandise at the time of my inspection.

The steepest gradient is 1 in 60, and there are numerous very sharp curves, the speed limit authorised by the Board of Trade being twenty-five miles an hour.

During my inspection the train was run at a higher speed and stopped in its own length on a 1 in 60 down gradient.

The vacuum brake is in use upon this and upon all other narrow-gauge railways in Ireland.

In reference to this railway it is proper that I should mention that the project was opposed by an influential Company (the Midland Great Western), which added considerably to its cost; still I was informed that, completed and fully equipped, the expenditure had been under £6,000 per mile.

The locomotives and rolling stock were of the latest and most advanced construction, and I was satisfied that they were capable of performing work equal to wide-gauge stock on steep gradients and round sharp curves with equal certainty and safety. The carriages were first and third class, and were respectively as comfortable and roomy as the ordinary gauge of England, while the motion was as smooth as upon any other gauge.

I was informed, which I afterwards had confirmed, that it is found in practice that the narrow gauge-stock is proportionately stronger than the wide, and that the wagons are easier loaded and shunted, and not so much liable to injury from fly-shunting.

My inquiries regarding the working cost per train mile on the Ballymena and Larne railway led to the following return being furnished :—

	d.
Traffic	5·56 (expenses)
Locomotive	4·89
Permanent way	3·53
Carriages and wagons	1·13 (repairs)
General charges	2·16
Compensation	0·03
Rates and taxes	0·34
Repairs and renewals	1·50
	19·14 = 1*s.* 7·14*d.*

In 1887 the cost per train mile was reduced to 1*s.* 5*d.*

The average cost per train mile of twelve lines of Irish wide-gauge railways (5 ft. 3 in.) was as follows :—

	d.
Traffic	7·02 (expenses)
Locomotive	8·29
Permanent way	7·59
Carriages and wagons	2·15 (repairs)
General charges	1·53
Compensation	0·44 (loss on damage of goods)
Rates and taxes	1·61
Repairs and renewals	1·50
	30·13, or 2*s.* 6·13*d.*

In construction and equipment I am of opinion that in an ordinary flat country a saving of 28 per cent. is possible by the adoption of a 3-ft. gauge, while in a difficult country the saving should not be less than 32 to 34 per cent. ; and I consider the low working expenses would amply compensate for the cost of interchange of goods, and would most likely render possible a steady and remunerative dividend. Moreover, there would be a considerable saving in point of time in construction. Should, however, the gauge of a railway to Jaffna, a distance of 212 miles from Polgahawela, be fixed at 3 ft., the wisest course would be to form a mixed gauge by laying a third rail from thence to Colombo. As the distance to Jaffna is greater than the total mileage of existing railways in the Colony, the change would mean the introduction of a gauge suitable to the traffic and the country, efficient and economical.

I forward diagrams for the illustration of the two systems [not published], showing in what manner the savings by the 3 ft. gauge can be effected. Illustrations of the locomotives and rolling stock are also given and I would invite particular attention to the enormous difference between the unremunerative or dead weight of the wide as compared with the narrow gauge in favour of the latter—*e.g.*, on the Ceylon Railways a covered ordinary goods wagon weighs 5 tons 10 cwt., it carries 6 tons, on the narrow-gauge the same wagon weighs 2 tons 15 cwt., it also carries 6 tons. The same proportionate advantage must be accorded to all other narrow-gauge stock.

Finally, I do not hesitate to recommend a departure, in the case of the Jaffna railway, or indeed of all future Ceylon railways, from the old worn track by which the business of the country can be carried on cheaply and more satisfactorily. I can well understand in a country where great men are intrinsically interested in existing systems that no change is desired whereby profits may be affected or disturbed, but these drawbacks do not exist in Ceylon ; and, as I think, the time has come when a greater impetus should be given to cheaply constructed railways and tramways, I would recommend for the benefit of the country, and upon public grounds generally, that an expression of opinion and report should be obtained from a narrow-gauge railway engineer who is unfettered by existing arrangements.

R. K. MACBRIDE,
Director of Public Works.

P. S.—I append comparative statements A and B—A, Carriages ; B, Estimate of comparative cost of one mile of railway.

No. 117 B. A.—CARRIAGES. Comparative Statement, 3 ft. and 5 ft. 3 in. Stock.

	5′ 3″ Gauge.		3′ 0″ Gauge.			Same as No. 5 except in Class.
	Third Class. 1	Composite 1st and 2nd Cl. (Cleminson.) 2	Composite 1st and 3rd Cl. (Cleminson.) 3	Composite old bogie. 4	1 First Class Composite new bogie. 5	2 First Class Composite new bogie. 6
Price	£450 0 0	£527 0 0	£430 0 0	£577 10 0	£530 0 0	£550 0 0
Cost per passenger ...	£ 9 0 0	£ 14 7 8	£ 14 6 8	£ 13 2 6	£ 13 19 0	£ 15 5 6
Length	30 ft.	30 ft.	30 ft.	41 ft. 6 in.	35 ft.	35 ft.
Width (inside) ...	—	8 ft.	6 ft.	6 ft.	6 ft.	6 ft.
Seat space per passenger ...	—	2′ 0″ / 1 cl. 1′ 7″ / 2 cl.	2′ 0″ / 1 cl. 1′ 6″ / 3 cl.	—	—	—
Number of compartments ...	5	5	5	7	6	6
Number of passengers ...	50	1 cl. 2 cl. Brake 2 2 1 / 36	1 cl. 3 cl. B 1 3 1 / 30	1 cl. 3 cl. B. 2 4 1 / 44	1 cl. 3 cl. B. 1 4 1 / 38	1 cl. 3 cl. B. 2 3 1 / 36
		1 cl. 2 cl. 16 20	1 cl. 3 cl. 6 24	1 cl. 3 cl. 12 32	1 cl. 3 cl. 6 32	1 cl. 3 cl. 12 24
Weight	—	11½ tons	7 tons	8¾ tons	—	—
Weight per passenger ...	—	cwt. qr. lb. 6 1 15	cwt. qr. lb. 4 2 18	cwt. 4	—	—

Prices include cost of vacuum brake. Broad gauge prices do not include brake of any description.

		First Class.	Second or Third Class.
Compartments calculated to seat	Broad ...	8	10
	Narrow ...	6	8

30 feet composite (allowing for brake) £120 cheaper and 4½ tons lighter than broad gauge 30 feet composite

No. 117 C. B.—Estimate of Comparative Cost of One Mile of Narrow and Broad Gauge Railway, Single Line (say 30 miles long.)

Narrow Gauge.

Item.		Quantity.	Price. £ s. d.	Cost. £ s. d.
	Earthworks.			
1.	One mile, base 11 ft., slopes 1½ to 1, average 5 ft. cutting	c.y. 18,320	0 1 0	916 0 0
2.	Public road approaches (2), incline 1 in. 25	„ 3,084	0 1 0	154 4 0
3.	Fencing railway	„ 3,520	0 1 6	264 0 0
4.	Fencing road approaches	„ 250	0 2 6	31 5 0
5.	Ballast approaches	„ 1,662	0 2 0	166 4 0
6.	Road metal	„ 186	0 3 0	27 18 0
7, 8.	Public road, bridges (2) Rubble masonry, 182 cubic yards at 15*s.* = £136 10*s.* Quoins, coping, and rings—217 cubic ft. at 2*s.* 6*d.* = £27 2*s.* 6*d.* Arching, 12 cubic yards, at 30*s.* = £18	(2)	—	363 5 0
	Permanent Way.		£ s. d.	
9.	Rails (44 lb.)	tons 69	8 0 0	570 0 0
10.	Fish plates	„ 2¼		
11.	Fastenings	„ 2¾	14 0 0	38 10 0
12.	Sleepers	No. 2,000	0 1 8	166 13 4
13.	Carriage of materials and laying	tons 41	0 1 0	7 1 0
14.	Culverts	c.y. 60	1 10 0	90 0 0
15.	Accommodation works (3 level crossings, 1 bridge)	—	—	150 0 0
16.	Land	acres 5¼	100 0 0	525 0 0
17.	Proportion of signals	—	—	100 0 0
18.	Proportion of stations and platforms	—	—	100 0 0
				3,670 0 4
	Contingencies, 10 per cent.			367 0 0
	Without stock, &c.			4,037 0 4
	Working expenses { Broad gauge			0 3 0
	Working expenses { Narrow gauge			0 1 8

Note.—The cost of rolling stock for the above mileage would average £700 per mile for heavy traffic.

No. 116 D.—Broad Gauge.

Earthworks.		Quantity.	Cost. £ s. d.	Saving in Quantity.	Saving in Cost. £ s. d.	Percentage of Saving by adoption of Narrow Gauge.
One mile, base 14 ft., slopes 1½ to 1, average 5 ft. cutting	c. y.	21,330	1,066 10 0	3,010	150 10 0	14
Road approaches (2), incline 1 in. 25	„	6,968	348 8 0	3,884	194 4 0	56
Fencing railway	„	3,520	264 0 0	—	—	—
Fencing road approaches	„	382	47 15 0	—	16 10 0	54¾
Ballast	„	2,998	299 16 0	1,336	133 12 0	44
Road metal		270	40 10 0	—	12 12 0	36
Public road bridges (2) Rubble masonry—300 yards at 15*s.* = £225 Quoins, coping, &c., 305 cubic ft. at 2*s.* 6*d.* £38 2*s.* 6*d.* Arching, 18 cubic yards at 30*s.* = £24.		(2)	574 5 0	—	211 0 0	37
Permanent Way.						
Rails (75 lb.)	tons	117	936 0 0	—	402 0 0	41
Fish plates	„	4	36 0 0			
Fastenings	„	4¼	59 10 0	—	21 0 0	35
Sleepers	No.	2,000	300 0 0	—	133 6 8	44
Carriage of materials and laying	tons	257	12 17 0	—	5 16 0	46
Culverts	c. y.	65	97 10 0	—	7 10 0	7½
Accommodation works (3 level crossings, 1 bridge)		—	170 0 0	—	20 0 0	11¾
Land	acres	6	600 0 0	¾ acre	75 0 0	12½
Proportion of signals		—	120 0 0	—	20 0 0	16⅔
Proportion of stations and platforms		—	200 0 0	—	100 0 0	50
			5,173 1 0		1,503 1 8	—
Contingencies, 10 per cent.			517 0 0		150 0 0	—
Without stock, &c.			5,690 1 0		1,653 0 8	29

Note.—The cost of railway stock for above mileage would average £1,000 per mile for ordinary traffic.

No. 118.—The Director of Public Works to the Chairman, Northern Railway Committee.

Colombo, November 14, 1890.

Sir,—With reference to my letter No. 1,872 of the 6th instant, forwarding a memorandum on the advantages of a 3-ft. gauge railway system for Ceylon, I have the honour to quote a report by Mr. Waddell, one of my District Engineers, on the Clogher Valley Railway in Ireland, upon which he was employed both in the location and construction.

2. The high road has been utilised to a very considerable extent in locating this railway, and in consequence the construction has been cheapened materially. A similar line in the vicinity of Dublin (the Dublin and Lucan Railway) is known to me, and I have travelled over it both on the locomotive and in one of the carriages. Although in a populous country, and traversing a much-frequented road, no public inconvenience is felt, and I cannot but feel satisfied that very considerable economies can be effected by freely using the road to Jaffna as the formation of the proposed railway. At the same time to do so I think it essential that the gauge I so strongly advocate, namely, 3 ft., should be adopted in preference to a wide or wider gauge.

Mr. Waddell's Report—Clogher Valley Railway.

General Description.

"This line, which is 37 miles in length, and constructed to a gauge 3 ft., runs from Tynan to Maynires bridges, two points on the Great Northern Railway, Ireland, and acts as a feeder to it at these points. The Great Northern Railway being a wide gauge, all goods have to be transhipped at the terminal points. The average cost of this has been found not to exceed 1·2*d.* per ton.

"It was originally intended to run the line along the side of the Turnpike road, and only to make short diversion from it when the road was too hilly to be followed. Afterwards this was altered, and about 20 miles out of the 37 are now on the roadside.

"The alteration was made owing to a Board of Trade regulation, that no engine may run along the roadside without condensing its steam, and it was found impossible to comply with this regulation for a greater distance at once than four miles without expensive and cumbrous appliances The line, therefore, generally has alternate sections on and off the road of 4 miles and 2 miles respectively, and in the latter sections it runs along the back of the road fence, except where diversions are made to get round hills, &c.

Gradients.

"The ruling gradient is 1 in 30, and the greatest continuous length of this is 1½ mile. No difficulty is found in surmounting this at an average speed of 4 miles per hour. Short lengths of 1 in 30 have been freely used all along the line to prevent heavy cutting.

Curves.

"There is one curve of 150 ft. radius turning the directions of the line at right angles in Caledon Main street. This has to be gone over at a foot pace, for the rest of the line where on the road the sharpest curves used are of 300 ft. radius, and when not on the road 660 ft. radius.

Construction on Road.

"When the line was constructed on the roadside a width of 18 ft. was left from end of sleeper to edge of footpath, and on the opposite side a width of 3 ft. from rail to fence was required, the engines being 7·0 wide. An extreme width of 26 ft. from footpath to fence was therefore required to give sufficient room for roadway and line. This width was obtained for about 14 out of the 20 miles, and for the balance land had to be purchased, a new fence erected, and the road widened.

"Where the road was level the rails were graded 1 ft. above road surface; at some places they were as much as 7 ft. above it. Here the railway embankment was supported by a wall as shown in the accompanying sketch plan. Nowhere were the rails allowed to be below the road surface, and to prevent this in a few places the whole width of roadway had to be cut down.

Formation.

"On the roadside the formation was taken out to a width of 8 ft.; this was then hand-pitched with 6 in. stones, and 12 in. of ballast was put over it. When off the road the formation was 12 ft. wide, with the same amount of pitching and ballasting.

Permanent Way.

"Steel rails, 45 lb. per yard, spiked to creosoted redwood sleepers 8 in. by 4 in. by 6 ft. long, spaced 2 ft. 6 in. apart, and having three crab bolts to each rail, were used. The joints were found with a sheath passing round and under the rail with fish plate and four fish bolts.

Rolling Stock.

"The engines were six-wheeled bogie engines weighing 24 tons; they were required to take a load of 80 tons up a gradient of 1 in 30 at a speed of 6 miles per hour to pass round a curve of 150 ft. radius; to condense their steam for a distance of four miles. They complied with these requirements most satisfactorily. They cost £1,200 each.

"The carriages are of two sorts: first and second class composite and third class. They have their doors in the ends, and are seated longitudinally. The wagons are made to carry a load of 5 tons each, and are of the usual patterns covered and uncovered. All vehicles were fitted with the Westing-house automatic break.

Stations, &c.

"Five permanent stations at the principal towns were built at villages, and about every 3 miles' distance on the road temporary stations, with a passing place for trains and a goods siding, with wooden huts for ticket office and goods sheds were built.

Total cost of the Line.

	£
"Permanent way	27,000
Construction works	45,000
Stations and sidings	8,000
Rolling stock	17,000
Land	20,000
Engineering, law, &c.	15,000
Total Cost ...	132,000
Average per mile	3,569

Cost of Line on Roadside.

Twenty miles at £3,000	60,000
Not on roadside—seventeen miles at £4,235	72,000

"The line was completed in 1886, and has since been working most satisfactorily.

"A similar line was constructed by the same engineers, the Messrs. Burton, from Victoria Bridge to Castledey. It is of 3 ft. gauge, 7 miles in length, and is for the whole distance on the roadside. It has now been working for seven years, and has proved very satisfactory, carrying a large goods and passenger traffic, and paying a handsome dividend to its shareholders."

3. The foregoing details tend much to refute the bald statements which are so often repeated here, that the difference in cost between a wide and narrow gauge is infinitesimal, and such as not to justify the introduction of the latter. Mr. Waddell's notes are the results of personal observations of the works and their working, and particulars ascertained on the ground during his connection with them.

4. It is, I think, of vital importance to Ceylon that the facts above indicated should be dispassionately considered, and that, notwithstanding the prevailing opinion in favour of costly railways, attention should be directed to the relative advantages of lines constructed and worked upon principles of economy, and admirably adapted to the traffic throughout the country.

I am, &c.,

R. K. MACBRIDE,
Director of Public Works.

No. 119.—Mr. GEO. W. WADDELL, District Engineer, to the NORTHERN RAILWAY COMMISSIONERS.

(See 431, page 16 of Evidence.)

Mátara, January 18, 1891.

GENTLEMEN,—As instructed by you, I have the honour to submit herewith an approximate estimate for a line of railway of 3-ft. gauge from Kurunégala to Jaffna. As I am only acquainted with a portion of the country through which the line passes, from the Kalá-oya river to Vavuniya-Vilánkulam, about 55 miles, my estimate is necessarily somewhat conjectural; but from what I have heard of the remaining part of the country, I believe that all my quantities will be found sufficient for the work to be done.

The following is an estimate of the cost per mile :—

	Rs.	Rs.
Permanent way	17,274	
Earthwork	5,500	
Culverts	750	
Bridges	2,000	
Fencing	60	
Level crossings and alterations to roads	200	
Land	200	
Telegraph	500	
Stations	450	
Rolling stock	3,730	
Terminal works	1,000	
Engineering supervision	1,000	
		32,664
Contingencies, at 10 per cent.	—	3,266
Total cost per mile	—	35,930

Or total cost for 189 miles, Rs. 6,790,770.

Permanent Way.—Steel rails, 45 lb. to the yard, have been provided for. These on a gauge of 3 ft., being equal to rails of 63 lb. per yard on a gauge of 5 ft. 6 in. The joints to be made by a sheath, and one fish plate with four fish bolts. Sleepers, 6 ft. by 6 in. by 4 in. are provided. Each rail of 27 ft. length to be fastened to these by 6 ft. fang bolts and 16 dog spikes. The estimate for one mile of permanent way being as under :—

	Rs.
Steel rails, 71 tons, at Rs. 100	7,100
391 sheaths and fish plate, 40 cwt., at Rs. 7	280
1,560 fish bolts, 14 cwt., at Rs. 7	98
8,602 dog spikes and fang bolts, 58 cwt., at Rs. 7	406
2,150 sleepers, 6 ft. by 6 in. by 4 in., 2,150 cubic ft., at Rs. 2	4,300
Ballast, 1,760 cubic yards, at Re. 1	1,760
Platelaying, 1,760 cubic yards, at Re. 1	1,760
	15,704
Allow 10 per cent. for sidings, &c.	1,570
Total for one mile of permanent way laid complete ...	17,274

Earthwork.—The formation width has been taken at 12 ft., with slopes 1½ to 1, and allowance has been made for a cutting 4 ft. deep all through the line. As a great proportion of it will be a mere surface line, this amount ought to be more than sufficient to cover all earthwork.

Average cutting 4 ft., base 12 ft., slopes 1½ to 1 ft. per mile = 13,750 cubic yards, at 40 cents = Rs. 5,500. Without a detail survey of the route, the cost of culverts, bridges, fencing, level crossings, alterations to roads, land, and stations can only be conjectured. Culverts and bridges will not be a heavy item, as the line runs with the watershed of the country. Land and fences would only be required near stations or through villages. The stations would be far apart, and the accommodation required at most places very slight. Level crossings and alterations to roads would also be a small item, and in most cases, instead of the ordinary gates and lodges, American cattle traps might be used, which are inexpensive to erect, and do not require a man to look after them.

Rolling Stock.—Provision has been made for the purchase of 15 engines, 60 passenger carriages, and 175 wagons of different sorts. The prices put down are what were actually paid for vehicles purchased for a line with which the writer was connected, allowing for exchange and transport to this country :—

	Rs.	c.
15 Engines at Rs. 17,500	262,500	0
60 Carriages at Rs. 3,000	180,000	0
175 Wagons at Rs. 1,500	262,500	0
Total for 189 miles ...	705,000	0

Or per mile = Rs. 3,730.

Terminal Accommodation.—A sum of Rs. 189,000 has been allowed for terminal accommodation in station buildings, goods sheds, and engine and carriage shops. Equal to Rs. 1,000 per mile of line.

A detail survey of the line could, I think, be made for a sum of Rs. 250 per mile.

I am, &c.,

GEO. W. WADDELL,
District Engineer.

No. 120. The CHIEF ENGINEER, Haputalé Railway Extension, to the CHAIRMAN, Northern Railway Commission.

Pattipola, Nánu-oya, January 27, 1891.

MY DEAR SIR,—SINCE giving my evidence to the Commission, I have considered the question of working expenses of railway, about which I was then questioned. I have come to the conclusion that, on such a line as I hope local conditions may admit the construction of, the working expenses per train mile should be rather under than over Rs. 2.

Now the traffic to be carried between Kurunégala and Jaffna, as anticipated by the Commission, could, I think, be easily dealt with by one train each way per diem.

The annual train mileage between these towns would then be 189 miles × 2 × 365 days = 137,970 train miles, and this latter multiplied by Rs. 2 = Rs. 275,940 total working expenses per annum.

I regret the delay in sending you this information, which will however, I trust, reach you in time to be of some use to the Commission.

You will note that in the above calculation I have, to be on the safe side, taken the working expenses at Rs. 2 per train mile, though, as I have said above, I think, they may possibly be somewhat less.

I am, &c.,
F. J. WARING.

No. 121.—The CHIEF RESIDENT ENGINEER, Haputale Railway, to the CHAIRMAN, Northern Railway Commission.

No. 91. Pattipola, Nánuoya, February 9, 1891.

SIR,—I HAVE the honour to annex for your information copies of a letter from the Hon. Mr. Rámanáthan, member of the Commission, to my address, of the 7th instant, and of my reply thereto of this date.

2. I am much engaged here this week and cannot therefore well leave Pattipola at present, but should any further information on the matter be desired by the Commission, I could, I have no doubt, arrange to be in Colombo, say, on the 19th or 20th instant, when I should be very happy to afford any that it may be in my power to give.

3. Should my attendance before the Commission be again needed, I would request the favour of an advice *by telegram* at your earliest possible convenience, so that I may have ample time in which to make the necessary arrangements for coming down.

I am, &c.,

F. J. WARING.

No. 121 A.—The Hon. P. RÁMANÁTHAN, C.M.G., to Mr. F. J. WARING.

Council Chamber, February 7, 1891.

DEAR MR. WARING,—YOUR letter to the Chairman of the Northern Railway Commission, dated January 27 last, has been laid before us. You estimate the total working expenses (including, as you explain in your evidence given at Colombo on the 8th ultimo, the fixed charges, such as management, station staff, &c., and the running charges, such as fuel, running staff, &c.) at Rs. 275,940.

There is an *enormous* discrepancy between your estimate and that of the General Manager of our Railways, who says that the maintenance and other fixed charges would amount to about Rs. 700,000, and the cost of running one train per day Rs. 188,000, making a total of Rs. 888,000.

I shall be so glad if you will explain this enormous difference of opinion between him and you. If you adhere to your opinion, I shall ask Mr. Pearce for his explanation. He has given us details.

I am, &c.,
P. RAMANATHAN.

No. 121 B.—Mr. F. J. WARING to the Hon. P RÁMANÁTHAN.

Pattipola, Nánu-oya,
February 9, 1891.

MY DEAR MR. RÁMANATHAN,—IN reply to your letter of the 7th instant, which has just reached me, I must confess that in the absence of any details I am utterly unable to understand how Mr. Pearce arrives at a total of Rs. 888,000 for the annual working expenses of the Kurunégala-Jaffna Railway.

I find from the Administration Reports for 1889, that the *total expenditure* upon all the Ceylon Railways for that year (*i.e.*, the working expenses) amounted to Rs. 1,670,044, and for this money 577,237 train miles were run; the working expenses per train mile thus equalled Rs. 2·89. For this, trains were worked up the mountain lines, where the works are very heavy and the cost of maintaining them is therefore heavy also, and where the expenses are also increased owing to the weight of the goods traffic up hill being three to four times the weight conveyed down hill.

It is manifest that no comparison can fairly be made between the cost of working such railways as these, and the cost of working a line having light works, easy curves, and gradients. Taking the Seaside line as having works, curves, and gradients somewhat similar to those which, I trust, the country may permit the adoption of on the line between Kurunégala and Jaffna, I find for the last thirteen years the working expenses per train mile have varied between Re. 1·37 and Rs. 2·22, the average being Re. 1·62.

Again, in 1886, the working expenses of Indian Railways on the 5 ft. 6 in. gauge, aggregating in length 7,648 miles, and including of course those on which the works and traffic both were light or heavy, varied between Rs. 2·705 and Re. 1·77 per train mile, the average being Rs. 2·112.

I have taken the Ceylon Seaside railway as being safer on which to base my calculations than any Indian Railway can be, and to be on the right side have set down in my letter of the 27th ultimo to the Chairman of the Commission the working expenses at Rs. 2 per train mile.

Further, if one train each way per diem between Kurunégala and Jaffna suffice for the traffic, the annual train mileage will, as stated in that letter, be 137,970, and this divided into Rs. 888,000, the total expenses, as given by Mr. Pearce, would amount to Rs. 6·43 per train mile—an expenditure which, so far as I can learn, is not even nearly approached by any railway in the world.

Viewing the whole matter from quite a different standpoint, Sir Bradford Leslie has given Rs. 30 per mile per week for fixed charges on Indian Railways.* This on the Kurunégala-Jaffna line would be—

Rs. 30 × 52 weeks × 189 miles = Rs. 294,840

(as against Rs. 700,000 set down by Mr. Pearce for them), and if to this sum of Rs. 294,840 be added the sum of Rs. 188,000 set down by Mr. Pearce as the cost of running one train each way per diem, we have for the total working expenses Rs. 482,840, equal to Rs. 3·50 per train mile.

I cannot help thinking, however, that in Ceylon the fixed charges cannot amount to so much as Rs. 30 per mile per week, but I am unable from the figures given in the Administration Reports to ascertain this point.

Finally, I have in my letter to the Chairman, No. 26 of the 13th ultimo, stated the assumptions on which my estimate of the cost of construction is based, and if those assumptions be not realised, any calculations as to working expenses will be affected to a certain extent.

I am, &c.,
F. J. WARING.

No. 122.—The CHAIRMAN, Northern Railway Commission, to the CHIEF RESIDENT ENGINEER, Haputálé Railway.

(See 604, page 21.)

No. 119. Colombo, February 11, 1891.

SIR,—WITH reference to your letter No. 19 of the 9th instant, for which the Commissioners are obliged, I have the honour to request you to be good enough to furnish, for the information of this Commission, details of the working expenses of the line from Polgahawela to Jaffna (201 miles) which give the average of Rs. 2 per train mile mentioned in your letters.

It is assumed that the railway will have three sectional (larger) stations with engine shed, &c., and twelve minor stations for light goods and passenger traffic.

Please give the fixed charges for one year under the main heads of maintenance and establishment, with such subheads as you may think necessary, and the running charges per train mile.

I am, &c.,
F. R. SAUNDERS,
Chairman.

123.—The CHIEF RESIDENT ENGINEER, Haputale Railway, to the CHAIRMAN, Northern Railway Commission.

No. 131. Pattipola, Nanuoya, February 24, 1891.

SIR,—REFERRING to your letter No. 119 of the 14th instant, I have the honour to forward on the other side the information asked for in your letter here quoted.

2. In making my calculations I have assumed of course that the strictest economy, which is imperatively essential with so small a traffic, will be exercised throughout; and it is further to be noted that my figures are intended to apply to the outset only, for a very light traffic, and before the need for repairs and renewals occurs. When the need for these latter sets in, as it will in a few years after opening, some of the charges will be increased; but it is assumed that then the development of the traffic will permit them to be distributed over a larger train mileage.

I am, &c.,
F. J. WARING.

MEMORANDUM OF WORKING EXPENSES.

(1) FIXED CHARGES.

	Rs.		Rs.
Staff of one Small Station.			
Stationmaster at Rs. 50 per mensem ...	600		
Two Pointsmen, One Porter } 3 men at Rs. 12 per mensem ...	432		
Total per annum ...	1,032	× 12 Stations =	12,384
Staff of one Large Station.			
One Stationmaster at Rs. 100 per mensem ...	1,200		
One Clerk at Rs. 50 per mensem ...	600		
Two Pointsmen, Three Porters } 5 men at Rs. 12 per mensem ...	720		
Total per annum ...	2,520	× 3 Stations =	7,560
Maintenance.			
Three men per mile of railway at Rs. 12 per mensem each: 3 men × Rs. 12 each × 201 miles × 12 months	—	—	86,832
Total, Subordinate Establishment and Fixed Charges	—	—	106,776

* *See* "Waring on Indian Railways," p. 47.

(2) RUNNING EXPENSES OF TRAINS.

One Train each way per Diem.

Locomotive, &c., Charges (as on Seaside railway):			
201 miles × 365 days × 2 trains × 75 cents	—	—	110,048
Traffic Charges.			
Wages of Guards, &c., say 4 Guards at Rs. 1,500 per annum	—	—	6,000
Total, Running Charges ...	—		116,048

(3) SUNDRIES, &c.

Allowance for stores, stationery, share of superior supervision, general charges, police, gatemen, and sundries per annum ...	—	—	70,636

TOTALS.

(1) Fixed Charges	106,776
(2) Running Charges	116,048
(3) Sundries, &c.	70,636
Grand Total ...	293,460

Train mileage: 201 miles × 365 days × 2 trains = 146,730 train miles per annum.
Total working expenses: 146,730 train miles × Rs. 2 = Rs. 293,460.

February 24, 1891. F. J. WARING.

No. 124.—The SECRETARY, Northern Railway Commission, to the CHIEF RESIDENT ENGINEER, Haputalé Railway.

No. 123. Colombo, March 2, 1891.

SIR,—WITH reference to your letter No. 131 of the 24th instant, I am directed by the Commissioners to forward to you copy of a resolution passed at a meeting held on the 21st ultimo, and to request you to be good enough to favour the Commissioners with an early reply to the questions contained in the resolution.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

Resolution. (See 611, page 22.)

To ask Mr. Waring—

(*a*) For what length of time after opening he considers a line could be worked without any expenditure on materials for maintenance, repairs, and renewals.

(*b*) To state why the railways hitherto constructed in Ceylon have not been maintained during the first years of opening without such expenditure.

No. 125.—CHIEF RESIDENT ENGINEER, Haputalé Railway, to SECRETARY, Northern Railway Commission.

No. 157.

SIR,—REFERRING to your letter No. 123 of 2nd instant, I have the honour to state that in the second paragraph of my letter to the Chairman, No 131 of the 24th ultimo, I did not insert the word "heavy" before "repairs and renewals," and that by "heavy repairs and renewals" I mean principally those connected with the permanent way.

2. I did not imagine for a moment that the omission of this word "heavy" could possibly lead to any misconception, inasmuch as I thought it selfevident that slight repairs and renewals might be needed from the first, for example, a pane of glass in a station might be broken the very day after opening the line, while painting, tarring, whitewashing may sometimes be required annually; again, a rail here and there may develop a flaw, or break, or become bent through a slip falling on it, and also a few fish bolts might break, while some few of the sleepers, notwithstanding every care in their selection may split or rot; or again, a little ballast might be required on a bank that has settled. The cost of such trifling matters might, however, I imagined, be easily met from the sum of Rs. 70,636, which remained unappropriated in the estimate sent you with my letter above-mentioned.

3. With these explanations and limitations I submit the following replies to the questions asked me:—

Question "A"

Reply.—I should say on such a line as throughout I have assumed the Jaffna Railway will be, that heavy or general renewals of rails would not be required until, say, ten years, or even longer after opening; while heavy or general renewals of sleepers would not be needed until, say, five years or more after opening

Question "B"

Reply.—I doubt whether the fact is as stated in the question. Taking the Nánu-oya Railway, parts of which were successively opened in 1884 and 1885, I find from the Administration Reports for the years 1886, 1887, 1888, and 1889, that since the opening a total of thirteen rails were found to be broken, viz., nine in 1888 and four in 1889, this is of course an infinitely small proportion considering that there are probably upwards of 22,700 in the road on that line.

Again, since that line was opened I find that 2,637 sleepers have been renewed, viz., 357 in 1887, 200 in 1888, and 2,080 in 1889. This is again a very small proportion considering that there are in all probability some 46,000 sleepers in all in the road on that line.

Again, since the Nánu-oya Railway was opened 2,394 cubic yards of fresh ballast have been required, viz., in 1888 2,080 cubic yards and in 1889, 314 cubic yards. This is again very little indeed considering that on that line there are probably about 189,200 cubic yards of ballast in all.

Again, it must be remembered that on the Nánu-oya Railway some of the permanent way had doubtless been laid for two years or more before the line was opened, and also that in a line constructed as that was by contract the maintenance for the first year after opening is done by the contractor, and the Government have to pay him his coutract rate whether he spends it or not.

It would thus seem that much of the cost of maintaining the Nánu-oya Railway has been incurred in removing slips and in repairing washaways, this is but reasonable and probable in view of the heavy nature of the work, the material passed through, and the excessively wet climate of the districts traversed; while in everything that I have said in my evidence or subsequently to giving it have written, I have, as I have always been careful to state, proceeded on the assumption that the conditions on the Jaffna Railway will be diametrically opposite and as favourable, as on the Nánu-oya Railway they are the reverse.

I am, &c.,

F. J. WARING.

No. 126.—The CHAIRMAN, Northern Railway Commission, to the GENERAL MANAGER, Ceylon Government Railway.

(See 604, page 21.)

No. 118. Colombo, February 14, 1891.

SIR,—I HAVE the honour to request you to be good enough to furnish for the information of this Commission details of working expenses of a railway from Polgahawela to Jaffna (201 miles).

It is assumed that the railway will have three sectional (larger) stations with engine shed, and twelve minor stations for light goods and passenger traffic.

Please give the fixed charges for one year under the main heads of maintenance and establishment, with such subheads as you may think necessary, and the running charges per train mile.

I am, &c.,

F. R. SAUNDERS,
Chairman.

No. 127.—The GENERAL MANAGER, Ceylon Government Railways, to the SECRETARY, NorthernRailway Commission.

Colombo, February 19, 1891.

SIR,—WITH reference to your letter No. 118 of February 14, 1891, I have the honour to inform you that, assuming the traffic over the line will be light, say not more than four trains a day over any section, and the line will be of the same class as the existing railways, the fixed charges would approximately be as under :—

	Rs.	c.	Rs.	c.
Maintenance of Way, Works, and Buildings, Rs. 1,600 a mile, for 201 miles	—		321,600	0
Establishments.				
Three sectional stations, 2 at Rs. 5,000 and 1 at Rs. 10,000 per annum	20,000	0		
Twelve smaller stations for light goods and passenger traffic at Rs. 2,250 each per annum	27,000	0		
District Superintendence both traffic and locomotive ...	15,000	0		
Headquarters superintendence, including management, audit, accounts, increased workshop staff, stores, stationery, and other general charges	25,000	0		
			87,000	0
Electric telegraph	—		6,315	0
Total fixed charges ...	—		414,915	0

equal to Rs. 2,064·25 per mile of line.

At the present rate of fuel the running charges would be Re. 1·27 per train mile, made up as under :—

	Per Train Mile. Rs.	c.
Running charges, Locomotive	0	82
Do. Carriages and Wagons	0	5
Do. Traffic	0	7
Repairs, Locomotive	0	20
Carriages and Wagons	0	13
	1	27

To obtain the total expenses for one year the number of train miles to be run during the year should be multiplied by Re. 1·27 and the result added to the annual fixed charges of Rs. 414,915.

The figures given by me for this proposed line in November, 1888 (see page 16 of Sessional Paper VIII. of 1888), compare as under :—

	1888. Rs.	c.	1889. Rs.	c.
Fixed charges, per mile of line	3,370	0	2,064	25
Running charges, per train mile	1	29	1	27

showing a decrease of Rs. 1,305·75 per mile of line in fixed charges and of 2 cents per train mile in the running charges.

The decrease in fixed charges is due (a) to my having now entered only Rs. 1,600 per mile for maintenance of way, works, and buildings, against Rs. 2,000 in 1888. In contracts entered into by the Ceylon Government for the maintenance of lines by the contractor, for some years after construction the constructing engineers have allowed the contractors Rs. 3,000 per mile per annum, and on reference to table 28, page 27, of my Administration Report for 1889, it will be seen that for many years the cost was over Rs. 3,000. The figures for 1888 and 1889 cannot be taken for purposes of this calculation, as the Colonial Stores Department were during these years issuing sleepers at a little more than half the cost price, and the prices charged by the Colonial Stores for permanent way materials were not based on the value or cost of the articles issued. As, however, this line is to pass through large tracts of Crown forests, the Forest Department should be able to supply good sleepers at a lower rate than we now pay for hardwood sleepers from Australia and creosoted pine sleepers from the Baltic, and I think that Rs. 1,600 a mile is a sufficient figure if the line is in the first instance well laid and the buildings are of brick or other material not requiring heavy and constant repairs.

(b) To the fewer number of stations entered in this estimate. This affects not only the expenditure on maintenance &c., at the stations themselves, but also reduces the expenditure on clerical labour (accounts, &c.), stores, stationery, and telegraph.

The decrease in running charges is merely due to classification, as in 1888 these were debited with a share of supervision which has now been entered under Establishment. There is an actual decrease under cost of maintaining carriages and wagons, but the cost of fuel has greatly increased.

Here again, if the Forest Department will allow the railway to benefit by the abundance of fuel timber which is said to exist in the tracts through which the railway will pass, reductions can be made in the working expenses quoted.

For your information I enclose two tables (A and B) showing working expenses for one train each way and for two trains each way over the whole line:—

TABLE A.

Cost of working line 201 miles long with three large and twelve small Stations, and one Train a day each way throughout.

	Rs.	c.		Rs.	c.
Fixed charges:—201 miles at	2,064	25	=	414,914	25
Running charges:—201 miles × 2 trips (1 each way) × 365 days = 146,730 train miles, at ...	1	27	=	186,347	10
Total working expenses...				601,261	35

This is equal to Rs. 2,991·35 per mile of line, or Rs. 4·10 per train mile.

TABLE B.

Cost of working line 201 miles long, with three large and twelve small Stations, and two Trains a day each way throughout.

	Rs.	c.		Rs.	c.
Fixed charges:—201 miles at	2,064	25	=	414,914	25
Running charges:—101 miles × 4 trips (2 each way) × 365 days = 293,460 train miles, at ...	1	27	=	372,694	20
Total working expenses...				787,608	45

This is equal to Rs. 3,918·45 per mile of line, or Rs. 2·68 per train mile.

I am, &c.,
W. T. PEARCE,
General Manager.

No. 128.—The SECRETARY, Northern Railway Commission, to the GENERAL MANAGER, Ceylon Government Railways.

No. 122. Colombo, March 2, 1891.

SIR,—WITH reference to your letter No. 124 of the 19th (23rd) ultimo, I am directed by the Commissioners to forward to you a copy of a resolution passed at a meeting held on the 28th ultimo, and to request you to be good enough to favour the Commissioners with an early reply to the questions contained in the resolution.

I am, &c.,
J. C. FARQUHARSON,
Secretary.

Resolution. (See 612, page 22.)

To ask Mr. Pearce—

(a) If the figures given by him represent the cost of working the railway during the first year of opening, or if they represent the average cost for a series of years.

(b) If he considers that the amounts he has entered for maintenance and repairs would be required during the first few years after opening, or if the railway could be worked for a short time after opening with a much lighter expenditure under this head, and if so, what reduction could be made, and for what length of time.

No. 129.—The General Manager, Ceylon Government Railways, to the Secretary, Northern Railway Commission.

No. 169.

General Manager's Office,
Colombo, March 10, 1891.

Sir,—With reference to your letter No. [illegible] of the 2nd instant, I have the honour to give below answers to your questions :—

(*a*) The figures furnished by me do not represent the cost of working the Railway during the first year of opening, but the fixed charges represent the average cost of working the line, so long as the traffic remains light, *i.e.*, does not exceed four trains a day.

(*b*) I consider the amount entered by me for maintenance would be insufficient for the first year of opening, seeing that during this first year heavy expenditure has to be expected owing to the settling of the earthwork, and to the facts well-known to Railway Engineers and contractors, that it is during this first year that the weak points are detected and the work brought up to a standard.

It is for this reason that contractors are required to maintain the lines during the first year after opening, and, as stated in my letter No. 124 of the 23rd ultimo, the sum allowed to contractors in this Colony by the Chief Resident Engineer for the time being has been about Rs. 3,000 per mile per annum.

The actual figures are as under :—

Main Line.—Rs. 3,000 per mile per annum until July 22, 1874, when the Government took over the maintenance.

Náwalapitiya Line.—Rs. 2,250 per mile per annum up to December 31, 1877, and then the rate was increased on the representation of contractors to Rs. 2,750 per mile per annum.

Moratuwa Line.—Rs. 2,500 per mile per annum was paid to contractors.

Mátalé Line.—Rs. 1,200 per mile per annum, and subsequently an allowance of 2 per cent. was added, amounting to Rs. 4,047.

Nánu-oya Line.—Rs. 3,000 per mile per annum paid to contractor.

Bentota Line.—The accounts for the year are not made up, but in his report on this line Mr. F. J. Waring, the Chief Resident Engineer of the Haputale Extension, stated "..... . ..... and it should also be remembered that while judging of the quantity of ballast now on the road, that in the case of a line constructed by contract it is invariably necessary, for the reasons mentioned in paragraph 15 of this report, for a contractor to run ballast trains at frequent intervals during this year of maintenance in order to keep up the ballast to its full action as specified or shown."

After the first year and for the next year or two the expenditure on the road should be less, but it will again rise until about the seventh year, when the fastenings and sleepers commence to require general renewal; and after that, repairs and renewals will be continually going on, the expenditure showing marked increases (1) when the rails commence to be renewed; (2) when the bridges have to be renewed.

If it is desired to make out a fair balance sheet which could be laid before intending investors. I should not think it wise to reduce my estimate, but if merely a matter of account, part of the maintenance charges during the first year might not unreasonably be charged to capital.

I am, &c.,
W. T. PEARCE,
General Manager.

VIII.—1891.

RAILWAY EXTENSION TO MÁTARA.

REPORTS AND ESTIMATES,

BY

F. J. WARING, Esq.,

Chief Resident Engineer, Haputalé Railway Extension.

Ordered by His Excellency the Governor to be Printed.

Colombo:

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1891.

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RAILWAY EXTENSION TO MÁTARA.

REPORT UPON THE SURVEY OF THE FIRST SECTION, FROM BENTOTA TO AMBALANGODA.

The CHIEF RESIDENT ENGINEER, Haputalé Railway, to the Hon. the COLONIAL SECRETARY.

Patipola, Nánu-oya,
No. 2. January 7, 1890.

SIR,—I HAVE the honour to report that the survey and staking out of the proposed railway from Bentota to Ambalangoda, being the first section of the proposed extension to Mátara, is now finished, and to forward with this letter, under separate cover, plans and sections relating to it, a list of which is annexed (appendix A). The line is properly staked throughout with stakes at each chain.

2. Before finally selecting the route to be followed in extension of the line between Kalutara and Alutgama on the north bank of the Bentota-gaṇga, now under construction, the best place for crossing that river first demanded and received careful study.

3. A plan of the last mile of the Kalutara-Alutgama extension, kindly furnished me by the General Manager of the Railway, showed two possible routes leading to the river: one in prolongation of the straight line on which Alutgama station is situate, while the other, curving to the right, pointed to the bridge by which the public road from Colombo to Galle crosses it. I felt that the choice between these two possible crossings of the river should be determined not only by the advantages or disadvantages of the river crossings themselves, but also by the nature of the country beyond or to the south of the river to which each crossing might lead.

4. Having learnt that the Engineer of Way and Works of the Railway was taking borings in the Bentota-gaṇga on the crossing of that river, in prolongation of the straight line on which Alutgama station is situate, I naturally, in the first place, directed my attention to this crossing, and caused a trial line 1 mile 28·47 chains in length, measured from the north bank of the Bentota-gaṇga, to be run to ascertain the nature of the country into which the adoption of that crossing would lead the railway.

5. A plan and section of this line, termed route No. 2, is shown on tracing No. 135, herewith forwarded. It will be observed that the results are not favourable. Owing to the existence of comparatively low land on the south bank of the river, which, measured from bank to bank at ordinary water level is about 18 chains, or 1,188 feet in width, a heavy embankment, even with a gradient of 1 in 132 (which it is very desirable, if the country will admit of it, to adopt as the limiting gradient throughout the whole line to Mátara, that being the steepest gradient on the line between Colombo and Alutgama, of which the proposed line is an extension) is necessitated, on descending from the bridge. This gradient is 12 chains in length.

Heavy approaches interfering with house property will also be required to obtain a level crossing for the Bentota-Deduwa road at 0 miles 23·50 chains.

The Colombo to Galle road would be crossed on the level at 0 miles 54·50 chains.

A length of 10 chains of the limiting gradient of 1 in 132 then follows to lessen as much as possible the cutting between 60 and 70 chains, which, however, still remains a very heavy one; beyond this cutting the work is moderately light to the termination of this line.

6. With the object of avoiding, if possible, the crossing of the Colombo to Galle road, and the heavy cutting between 60 and 70 chains occurring on route No. 2, another line was tried, termed route No. 3, shown on tracing No. 136 forwarded herewith. This line, leaving route No. 2 at 37 chains from the north bank of the Bentota-gaṇga, terminates at a point distant 2 miles 7·80 chains therefrom, and is thus 1 mile 50·80 chains in length. This route skirts the edge of low-lying swampy land between 0 miles 65 chains and 1 mile 55 chains. It encounters a small cutting at 0 miles 70 chains and a heavy one between 1 mile 3 chains and 1 mile 10 chains. It runs generally parallel and close to the Colombo to Galle road for a distance about a mile, and causes considerable interference with house property at many points. I could not thus view this route as being wholly satisfactory, and therefore directed my attention to the second possible place for crossing the river, to which I have referred in the third paragraph of this report.

7. The line using this second crossing of the river being the one staked out, will now be referred to in some detail.

8. Commencing at stake No. 872 on the Kalutara-Alutgama extension, it runs on the east of the Colombo to Galle road for a short distance, and crosses that road on the level at 0 miles 13·50 chains, the place of crossing the Bentota-gaṇga being parallel to the present road bridge and 33 feet therefrom.

9. My reason for not utilising the present road bridge as the centre line of the proposed railway was, that I felt great interruption to the public road traffic would in that case inevitably be caused during the construction of the railway bridge, coupled with the fact that the girders of the road bridge not being strong enough for railway traffic, new girders would be required. I therefore deemed it preferable to lay out the line so as to avoid interference with the road bridge. Should, however, Government take the opposite view, and desire to utilise the abutments of the road bridge for the railway, a slight alteration of curves will admit of this being done.

10. At this crossing the river is much narrower than at the first one examined; its breadth, excluding the island in the centre of the stream, of which full advantage is taken, and much of which is above the highest flood level, being only 400 ft.

11. The line then runs through the Bentota post office, the only building in the village interfered with, crosses the approach road to the resthouse nearly on the level, and then, curving to the left, runs parallel and generally close to the sea-shore, and passes by a moderate cutting through the neck of a rocky promontory at 0 miles 72 chains.

12. Should a station for Bentota be required, a convenient site for it can, I think, be found between 0 miles 45 chains, and 0 miles 60 chains; but on account of the proximity of Alutgama station it is, I consider, likely that it may be found possible to dispense with one at this village.

13. Route No. 2 runs into the staked out line at a point distant 1 mile 37·80 chains from the starting point of the latter.

14. The staked out line after curving again to the left at 1 mile crosses the Colombo to Galle road on the level at 2 miles 4 chains, and shortly afterwards, viz., at 2 miles 16·50 chains, is joined by route No. 3.

15. A comparison between the three routes tried, rendered possible by the information given in, and the tracings forwarded with this report, will, I think, show that that selected and staked out has, both from an engineering and economical point of view, much the advantage.

16. The line crosses the Deduwa canal or flood outlet, where a bridge of about 60 ft. of waterway will be needed at 2 miles 36 chains, and proceeds parallel to the main road through fairly easy country to 5 miles 20 chains, when it passes by a somewhat high embankment over an inlet of the Nellum Pokuna, and immediately afterwards encounters a heavy rocky cutting; easy work then follows up to 5 miles 53 chains, where the outlet of the Nellum Pokuna is crossed by a bridge of 12 feet span.

17. Rather deep but short cuttings occur at 5 miles 58 chains and 5 miles 67 chains; a branch of the Kosgoda lake is crossed at 6 miles 21 chains, for which I have set down a bridge of 20 ft. span. The main Kosgoda lake is crossed by an embankment extending from 6 miles 32 chains to 6 miles 45 chains, in the centre or lowest part of which I have provided a bridge of 60 ft. waterway, an opening of that span being somewhat in excess of that provided in the embankment by which the public road crosses this lake.

18. A convenient site for Kosgoda station is found to the south of the Elpitiya road from 6 miles 65 chains to 6 miles 76 chains; very easy work then follows up to 8 miles, the only matter worthy of mention being that at 7 miles 37 chains the line passes close to a bo-tree and altar; the latter is in a very neglected condition, and is supposed to be the property of some private person, and not the priesthood. The fact that the line as set out passed closed to this altar was duly reported by the surveyor, Mr. Hampton, to the village headman, who was asked whether there would be any objection to its destruction, but no answer to this inquiry was received.

19. A small cutting occurs at 8 miles 7 chains, followed by an embankment about 7 ft. in height, after which easy work is again met with until at from 9 miles 30 chains to 9 miles 41 chains the site selected for Welitara or Welitota station, easily accessible by the branch road crossing the line at the latter point, is reached.

20. Beyond Welitara or Welitota station easy work again follows up to 11 miles 20 chains, where a very convenient site for Balapitimodara station is found; the line here is about a quarter mile to the east of the public road, and close to the Mahadua-gaṇga. The construction of a wharf to serve the traffic up and down this river, which appears to be considerable, would be an easy matter.

21. Immediately on leaving Balapitimodara station, a navigable canal cutting off a bend in the Mahadua-gaṇga is crossed at 11 miles 31 chains. I have set down an opening of 60 ft. span for this. The river itself is crossed at 11 miles 68 chains, and for it, I think, a bridge of about 120 ft. waterway will be required.

22. The sea coast between the Mahadua-gaṇga and Ambalangoda, a distance of about three and a quarter miles, close to which the main public road generally runs, is hilly and very rocky, and the hills extend inland to the shores of the Randombe lake; the country is also very densely populated. It was manifest, therefore, that a line following the course of the road or to the west of the lake must be very costly, not only on account of the heavy nature of the work, but also because the interference with house property by such a line would be very considerable. I therefore caused attention to be directed to ascertaining the practicability of a line to the east of the Randombe lake, by which also an appreciable saving in distance would be effected; and am happy to be able to report that such a line was found and has been adopted.

23. The work upon the selected route is, however, of a somewhat heavier nature than that met with on the rest of the line; a saddle is passed at 12 miles 49 chains, necessitating, in order to reduce the earthwork, gradients of 1 in 132, each of about a quarter mile in length, both in approaching and leaving it; work of a moderate character through somewhat undulating country follows. At 13 miles 26 chains the minor road to Elpitiya is crossed on the level. Another cutting through a saddle occurs at 13 miles 63 chains, which is approached and left respectively by gradients of 1 in 220 and 1 in 132, the latter being 17 chains in length. Undulating country again follows, until finally another rising gradient of 1 in 132, also 17 chains in length, brings the line to the spot selected for Ambalangoda station, viz., from 14 miles 23 chains to 14 miles 37 chains, through which a level gradient is adopted. The line here is only some 8 chains distant from the Colombo to Galle road, and is readily accessible therefrom by the existing branch village roads crossing the line at 14 miles 29 chains and 14 miles 37 chains. From 13 miles to Ambalangoda the country traversed is thickly covered with houses, which are, however, generally smaller and of less valuable character than those which so frequently occur near the main road between Balapitimodara and Ambalangoda, but notwithstanding this the claims for compensation will doubtless be heavy.

24. The duty of the preparation of the estimate for the work has not been entrusted to me, but I venture to hope that the papers accompanying this report, a list of which is enclosed (appendix B), may facilitate this work, and it is, I think, on this subject only desirable for me to point out that though I have endeavoured to provide liberally for waterway, both as regards the number and dimensions of openings needed, yet the general absence of defined channels or watercourses has rendered this a difficult matter; and it is, therefore, possible that an estimate founded upon the information given on the section and in the annexed lists of bridges and culverts may, during construction, have to be increased either by the provision of larger openings or by an increase in their number, or in both respects. The adoption of gradients steeper than 1 in 132 would also at certain points have effected a reduction in the earthwork, but for the reasons stated in paragraph 5 of this report I consider that such gradients were unadvisable.

25. I have finally to express my extreme regret that this report has been delayed beyond the time originally named by me for its submission. This delay has been partly due to the difficulty experienced in finding the best route for the line through the undulating country lying between Balapitimodara and Ambalangoda, and partly by the fact that Messrs. Hampton and Templeton, the officers lent me by the Hon. the Surveyor-General, by whom the line has been set out, and to whose energy and hearty and willing assistance I am much indebted—and which I take this opportunity of mentioning in the highest terms—have had no previous experience in selecting a route for a railway, an operation demanding special training, and in which they, therefore, had at the outset much to learn.

I trust, however, that the work as now submitted may be deemed satisfactory by His Excellency the Governor, and that the rate of advance hereafter made with the rest of the survey to Mátara may, notwithstanding the difficulty at some points of the country to be traversed, be somewhat more expeditious than that of this, the first section of the line.

I have, &c.,

F. J. WARING.

APPENDIX A.

List of Tracings accompanying Report.

Tracing No. 161.—Key plan of the line on a scale of 5 in. to a mile.

Tracing No. 135.—Plan and section of trial route No. 2 referred to in paragraph 5 of report. Scale, 2 chains to an inch.

Tracing No. 136.—Plan and section of trial route No. 3 referred to in paragraph 6 of report. Scale, 2 chains to an inch.

Tracing No. 156.—Plan and section of adopted line. Sheet No. 1, from 0 miles to 5 miles 0·30 chains. Scale, 2 chains to an inch.

Tracing No. 157.—Plan and section of adopted line. Sheet No. 2, from 5 miles 0·30 chains to 10 miles 14·30 chains. Scale, 2 chains to an inch.

Tracing No. 160.—Plan and section of adopted line. Sheet No. 3, from 10 miles 14·30 chains to Ambalangoda 14 miles 38·36 chains. Scale, 2 chains to an inch.

APPENDIX B.

List of Papers accompanying Report.

No. 1.—Table of Earthwork Quantities.
No. 2.—List of Bridges.
No. 3.—List of Culverts.
No. 4.—List of Gradients.
No. 5.—Table of Straights and Curves.

No. 1.—Quantities and Distribution of Earthwork.

NOTE.—The following table is calculated on the assumption that rock which has been excavated increases 25 per cent. in volume when deposited in embankment or spoil, and also that cabook will not be more costly to excavate than earth.

Number of Cutting or Embankment.		Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited	Volume to Embankmen	Volume to Spoil.	Embankment from Side Cutting.	Rock.	Earth.
		M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y	C.Y.	C.Y.
Embankment	1 ...	0 13½	6,817	—	—	—	—	6,780	—	—
Cutting	1 ...	0 14	—	74	74	74	—	—	—	74
Embankment	2 ...	0 14½	150	—	—	—	—	113	—	—
		Bridge of 2. 150 ft. spans over Bentota ganga.								
Embankment	2*a* ...	0 23⅓	2,271	—	—	—	—	2,271	—	—
		Bridge of 100 ft. spans over Bentota ganga.								
Embankment	2*b* ...	0 30⅓	2,991	—	—	—	—	2,519	—	—
Cutting	2 ...	0 31¾	—	472	472	472	—	—	—	472
Embankment	3 ...	0 32½	40	—	—	—	—	—	—	—
Cutting	3 ...	0 34¾	—	102	102	102	—	—	—	102
Embankment	4 ...	0 69	1,918	—	—	—	—	1,856	—	—
Cutting	4 ...	1 7	—	4,525	4,808	—	4,808	—	1,131	3,394
Embankment	5 ...	1 31	476	—	—	—	—	387	—	—
Cutting	5 ...	1 45	—	518	518	215	303	—	—	518
Embankment	6 ...	1 58	686	—	—	—	—	446	—	—
Cutting	6 ...	2 20½	—	1,839	1,839	114	1,725	—	—	1,839
Embankment	7 ...	2 35½	3,061	—	—	—	—	3,061	—	—
		Bridge 60 ft. span over Deduwa Canal.								
Embankment	7*a* ...	2 41	838	—	—	—	—	—	—	—
Cutting	7 ...	2 48½	—	1,520	1,520	1,320	200	—	—	1,520
Embankment	8 ...	3 0	3,687	—	—	—	—	3,205	—	—
Cutting	8 ...	3 24½	—	787	787	118	669	—	—	787
Embankment	9 ...	3 29½	238	—	—	—	—	—	—	—
Cutting	9 ...	3 52	—	1,764	1,764	120	1,644	—	—	1,764
*Embankment	10 ...	4 15⅓	11,482	—	—	—	—	10,874	—	—
*Cutting	10 ...	4 20¾	—	1,769	1,769	1,769	—	—	—	1,769
*Embankment	11 ...	4 38¾	6,471	—	—	—	—	4,284	—	—
*Cutting	11 ...	4 48	—	3,068	3,068	1,356	1,712	—	—	3,068
*Embankment	12 ...	4 56	517	—	—	—	—	37	—	—
Carried forward ...		—	41,643	16,438	16,721	5,660	11,061	35,833	1,131	15,307

* Cuttings and Embankments marked thus * and also part of Cutting 12, are upon Mr. Cantrell's first Deviation, but as tracings sent did not give quantities, these have been calculated at Pattipola.

Number of Cutting or Embankment.		Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited	Volume to Embankment.	Volume to Spoil.	Embankment from Side Cutting.	Rock.	Earth.
		M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Brought forward ...		—	41,643	16,438	16,721	5,660	11,061	35.833	1,131	15,307
Cutting	12 ...	5 12	—	1,785	1,785	150	1,635	—	—	1,785
Embankment	13 ...	5 22¾	5,718	—	—	—	—	1,356	—	—
Cutting	13 ...	5 33½	—	9,892	11,129	5,192	5,937	—	4,946	4,946
Embankment	14 ...	5 54⅓	3,326	—	—	—	—	1,998	—	—
Cutting	14 ...	5 60	—	2,767	2,854	658	2,196	—	345	2,422
Embankment	15 ...	5 63½	333	—	—	—	—	—	—	—
Cutting	15 ...	5 68	—	2.702	2,786	173	2,613	—	338	2,364
Embankment	16 ...	6 3	716	—	—	—	—	716	—	—
Cutting	16 ...	6 11⅔	—	217	217	—	217	—	—	217
†Embankment	16*a* ...	6 22¾	648	—	—	-	—	648	—	—
†Cutting	16*a* ...	6 26	—	68	68	—	68	—	—	68
†Embankment	17 ...	6 43½	3,617	—	—	—	—	3,582	—	—
†Cutting	17 ...	6 44¼	—	35	35	35	—	—	—	35
Embankment	18 ...	6 75⅔	778	—	—	—	—	778	—	—
Cutting	18 ...	7 18½	—	1,041	1,041	—	1,041	—	—	1,041
Embankment	19 ...	8 1½	4,797	—	—	—	—	4,171	—	—
Cutting	19 ...	8 10	—	2,996	2,996	1,914	1,082	—	—	2,996
Embankment	20 ...	8 21	4,211	—	—	—	—	2,585	—	—
Cutting	20 ...	8 27	—	477	477	477	—	—	—	477
Embankment	21 ...	8 30	139	—	—	—	—	—	—	—
Cutting	21 ...	8 73	—	2,316	2,316	60	2,256	—	—	2,316
Embankment	22 ...	8 74⅔	80	—	—	—	—	—	—	—
Cutting	22 ...	9 17	—	692	692	20	672	—	—	692
Embankment	23 ...	10 0	1,273	—	—	—	—	1,273	—	—
Cutting	23 ...	10 10	—	306	306	100	206	—	—	306
Embankment	24 ...	10 15	185	—	—	—	—	85	—	—
Cutting	24 ...	10 24	—	125	125	-	125	—	—	125
Embankment	25 ...	10 40	812	—	—	—	—	812	—	—
Cutting	25 ...	10 55	—	1,409	1,409	500	909	—	—	1,409
Embankment	26 ...	11 12½	4,476	—	—	—	—	3,626	—	—
Cutting	26 ...	11 23½	—	838	838	450	388	—	—	838
Embankment	27 ...	11 30½	598	—	—	—	—	498	—	—
			Bridge 60 ft span over Canal.							
Embankment	27*a* ...	11 44	1,463	—	—	—	—	1,463	—	—
Cutting	27 ...	11 46	—	50	50	50	—	—	—	50
Embankment	28 ...	11 67	4,393	—	—	—	—	4,343	—	—
			Bridge over Mahadua ganga 2–60 ft. spans.							
Embankment	28*a* ...	12 4½	4,292	—	—	—	—	3,153	—	—
Cutting	28 ...	12 10¼	—	1,902	1,902	1,902	—	—	—	1,902
Embankment	29 ..	12 15	763	—	—	—	—	—	—	—
Cutting	29 ...	12 16½	—	77	77	77	—	—	—	77
Embankment	30 ...	12 22¼	1,087	—	—	—	—	195	—	—
Cutting	30 ...	12 24½	—	815	815	815	—	—	—	815
Embankment	31 ...	12 40½	2,923	—	—	—	—	2,653	-	—
Cutting	31 ...	12 68	—	6,171	6,171	513	5,658	—	—	6,171
Embankment	32 ...	13 4½	3,762	—	—	—	—	2,919	—	—
Cutting	32 ...	13 9	—	753	753	753	—	—		753
Embankment	33 ...	13 12	231	—	—	—	—	—	—	—
Cutting	33 ...	13 20¼	—	660	660	660	—	—	—	660
Embankment	34 ...	13 26	999	—	—	—	—	—	—	—
Cutting	34 ...	13 38¼	—	3,221	3,221	1,125	2,096	—	—	3,221
Embankment	35 ...	13 55½	3,703	—	—	—	—	2,447	—	—
Cutting	35 ...	13 68	—	3,896	3,896	2,193	1,703	—	—	3,896
Embankment	36 ...	13 74	2,933	—	—	—	—	1,138	—	—
Cutting	36 ...	13 77½	—	289	289	289	—	—	—	289
Embankment	37 ...	14 4½	1,891	—	—	—	—	852	—	—
Cutting	37 ...	14 12½	—	2,993	2,993	1,112	1,881	—	—	2,993
Embankment	38 ...	14 16	488	—	—	—	—	-	—	—
Cutting	38 ...	14 18½	—	276	276	276	—	—	—	276
Embankment	39 ...	14 22½	689	—	—	—	—	—	—	—
Cutting	39 ...	14 32¾	—	3,275	3,275	741	2,534	—	—	3,275
Embankment	40 ...	14 37	52	—	—	—	—	-	—	—
Total ...		C. Yds.	103,019	68,482	70,173	25,895	44,278	77,124	6,760	61,722

† Cuttings and Embankments marked thus † and also part of Embankment 18, are upon Mr. Cantrell's second Deviation, and as the quantities are shown on tracing they have been used in framing this table.

No. 2.—List of Bridges.

Number.	Name of River.	Mileage. M.	C.	L.	Waterway required. Feet.
1	Bentota-gaṇga	0	16	80	300
2	Do.	0	24	0	100
3	Deduwa canal	2	35	90	60
4	Nellumpokuna	5	53	20	12
5	Kosgoda lake (branch of)	6	21	0	20
6	Kosgoda lake	6	40	0	60
7	Mahadua-gaṇga canal	11	31	0	60
8	Mahadua-gaṇga	11	68	0	120

No. 3.—List of Culverts.

Number.	Mileage. M.	C.	L.	Waterway required. Feet.	Number.	Mileage. M.	C.	L.	Waterway required. Feet.
1	0	29	0	2	19	10	31	0	2
2	2	57	0	4	20	10	69	0	6
3	2	76	0	2	21	11	8	0	6
4	3	67	0	6	22	11	37	0	6
5	4	24	0	6	23	11	49	0	2
6	4	57	0	6	24	12	13	0	6
7	5	37	0	2	25	12	21	0	6
8	5	61	50	2	26	12	30	0	6
9	6	1	0	2	27	12	74	0	6
10	6	75	0	2	28	13	10	0	2
11	7	56	0	2	29	13	23	0	4
12	8	0	0	6	30	13	41	0	4
13	8	14	0	6	31	13	48	60	6
14	8	74	0	2	32	13	71	0	6
15	9	18	0	2	33	14	0	0	6
16	9	31	0	2	34	14	14	0	4
17	9	73	0	2	35	14	21	0	4
18	10	13	0	2					

No. 4.—List of Gradients.

From M.	C.	L.	Height above Datum. Feet.	To M.	C.	L.	Height above Datum. Feet.	Length. M.	C.	L.	Gradient.	Rising or Falling.	Per Chain.
0	0	0	124·00	0	0	50	124·00	0	0	50	Level	—	—
0	0	50	124·00	0	13	0	129·00	0	12	50	1 in 165	Rising	0·40
0	13	0	129·00	0	32	0	129·00	0	19	0	Level	—	—
0	32	0	129·00	0	47	0	124·00	0	15	0	1 in 198	Falling	0·333
0	47	0	124·00	1	37	0	131·00	0	70	0	1 in 660	Rising	0·10
1	37	0	131·00	2	17	0	125·00	0	60	0	1 in 660	Falling	0·10
2	17	0	125·00	2	50	0	125·00	0	33	0	Level	—	—
2	50	0	125·00	3	50	0	121·00	1	0	0	1 in 1,320	Falling	0·05
3	50	0	121·00	4	30	0	121·00	0	60	30*	Level	—	—
4	30	0	121·00	4	56	0	124·90	0	26	0	1 in 440	Rising	0·15
4	56	0	124·90	4	71	25	131·00	0	15	25	1 in 165	Rising	0·40
4	71	25	131·00	5	14	0	131·00	0	22	75	Level	—	—
5	14	0	131·00	5	26	0	134·00	0	12	0	1 in 264	Rising	0·25
5	26	0	134·00	5	28	0	134·00	0	2	0	Level	—	—
5	28	0	134·00	5	50	0	123·00	0	22	0	1 in 132	Falling	0·50
5	50	0	123·00	6	50	0	123·00	1	0	0	Level	—	—
6	50	0	123·00	7	10	0	125·80	0	40	0	1 in 942·85	Rising	0·07
7	10	0	125·80	7	50	0	125·00	0	40	0	1 in 3,300	Falling	0·02
7	50	0	125·00	10	50	0	125·00	3	0	0	Level	—	—
10	50	0	125·00	10	66	0	121·00	0	16	0	1 in 264	Falling	0·25
10	66	0	121·00	11	10	0	121·00	0	24	0	Level	—	—
11	10	0	121·00	11	20	0	123·00	0	10	0	1 in 330	Rising	0·20
11	20	0	123·00	11	35	0	123·00	0	15	0	Level	—	—
11	35	0	123·00	11	55	0	120·00	0	20	0	1 in 440	Falling	0·15
11	55	0	120·00	11	65	0	122·00	0	10	0	1 in 330	Rising	0·20
11	65	0	122·00	11	70	0	122·00	0	5	0	Level	—	—
11	70	0	122·00	12	6	0	120·00	0	16	0	1 in 528	Falling	0·125
12	6	0	120·00	12	30	0	120·00	0	24	0	Level	—	—
12	30	0	120·00	12	50	0	130·00	0	20	0	1 in 132	Rising	0·50
12	50	0	130·00	12	54	0	130·00	0	4	0	Level	—	—
12	54	0	130·00	12	71	94	120·50	0	19	0†	1 in 132	Falling	0·50
12	71	94	120·50	13	20	0	120·50	0	28	6	Level	—	—
13	20	0	120·50	13	61	67	133·00	0	41	67	1 in 220	Rising	0·30
13	61	67	133·00	13	65	0	133·00	0	3	33	Level	—	—
13	65	0	133·00	14	2	0	124·50	0	17	0	1 in 132	Falling	0·50
14	2	0	124·50	14	6	0	124·50	0	4	0	Level	—	—
14	6	0	124·50	14	23	0	133·00	0	17	0	1 in 132	Rising	0·50
14	23	0	133·00	14	37	0	133·00	0	14	0	Level	—	—
				Total length of Railway ...				14	38	36			

* From stake numbered $\frac{4}{25}$ to stake numbered $\frac{4}{24}$ is 1·30 chains.
† From stake numbered $\frac{12}{70}$ to stake numbered $\frac{12}{69}$ is 1·06 chains.

REPORT UPON THE SURVEY OF THE SECOND SECTION, FROM AMBALANGODA TO MÁTARA, WITH BRANCH LINE TO GALLE WHARF.

THE CHIEF RESIDENT ENGINEER, Haputalé Railway, to the Hon. the COLONIAL SECRETARY,

Pattipola, Nánu-oya,
No. 17. February 2, 1891.

SIR,—I HAVE the honour to report that the survey, including the staking out of these proposed extensions of the railway, is now finished, and to forward the plans, sections, and papers relating to the work, of which a list is annexed.

2. The line is properly staked out on the ground with stakes at every chain, and, in addition, at the beginnings and endings of the curves.

General Description of the Line from Ambalangoda to Mátara.

3. Beginning just beyond the spot selected for Ambalangoda station at 14 miles 37 chains, from Alutgama the line, with a descending gradient of 1 in 165, gradually approaches the main road and crosses the Madampe-gaṇga at 14 miles 65 chains by a bridge, which I propose should be one of two 60-ft. spans, immediately to the east of the road. The road crosses this stream by an arched bridge of two 25-ft. and one 20-ft. span; but I was informed that during floods the water is dammed up by the bridge, and hence my reason for providing increased waterway at this place.

4. After crossing the Madampe-gaṇga the line, still continuing on the east side of the road, traverses as far as 15 miles 35 chains a narrow neck of rocky land lying between the Madampe lake and the sea. Easy, though in places somewhat low, land is then passed through up to 16 miles 60 chains, when the occurrence of the extensive swamps to the north of Akurala point, stretching a long distance inland, compels the line again to closely approach the main road and the sea-shore, the sand from which latter can be economically used in forming the necessary long embankment. The outlet from these swamps is crossed by a bridge of 12-ft. span at 17 miles 11·50 chains.

5. Easy country then follows up to 18 miles 22 chains, when immediately after crossing the minor road to Baddegama the site chosen for Kahawa station is reached; the line here is 6½ chains distant from the main road; convenient access to the station is afforded by this minor road.

6. After leaving Kahawa station the line continues to pass through easy country at a distance of from 6 to 8 chains from the main road until at 20¼ miles swampy ground, extending for about a quarter of a mile, is traversed by it; easy country is then again met with, until at 21 miles 32·50 chains the Hikkaduwa-gaṇga, requiring a bridge of 60 ft. span, is crossed.

7. A convenient site is found for Hikkaduwa station between 21 miles 62 chains and 21 miles 74 chains, a point a little to the south of the resthouse and immediately to the north of another minor road to Baddegama, which will afford convenient access to this station also.

8. Bridges, each of 20-ft. span, are required over outlets from swamps at 22 miles 4·30 chains and 22 miles 41·25 chains, after which the work is light and demands no remarks till a point 24 miles 45 chains from Alutgama is reached, where the line passes between the Dodanduwa Temple, situate on a rocky hill overlooking the Ratgama lake on the east, and the site where at festivals a temporary Buddhist preaching hall is erected, and the main road on the west. At 24 miles 53 chains another minor road to Baddegama is crossed, and the site selected for Dodanduwa station, between 24 miles 74 chains and 25 miles 6 chains, is reached. The construction of a branch approach road to this station, some 8 or 9 chains in length, will be necessary, the line being this distance inland of the main road.

9. After leaving Dodanduwa station the line crosses the Ratgama-gaṇga, the outlet of the lake of that name at 25 miles 18·45 chains: for this I consider a bridge providing 100 linear ft. of waterway will be needed. It then passes along the comparatively narrow neck of land separating the Ratgama lake from the sea as far as 26¼ miles, on which the occurrence of hills between 25 miles 35 chains and 25 miles 50 chains compels the line to approach the road very closely, thereby necessitating, I fear, during construction, a certain amount of interference with house property, valuable possibly owing to its road frontage, which, as involving expense, I have been anxious whenever practicable to avoid.

10. Easy country then follows, until at between 26 miles 44·75 chains and 26 miles 56 chains the site for Ratgama station, immediately to the south of the crossing of the minor road to Ratgama, is reached; here again the minor road will afford easy access to the station.

11. The occurrence of hills extending to the sea coast between 27 miles 5 chains and 27 miles 35 chains compels the line again to closely approach the road, necessitates the use of reverse curves, each of 11·86 chains in radius, with rising and falling gradients of 1 in 132, and a somewhat long cutting at 27 miles 30 chains.

12 Swamp outlets, each of 12-ft. span, are needed at 27 miles 60·30 chains and 27 miles 77·80 chains, when moderately easy work follows until the Gin-gaṇga is approached.

13. For the Gin-gaṇga, which is reached at 29 miles 47·50 chains, I have set down a bridge of 330 ft. in length, thus allowing for three spans of 100 ft. each, or two of 150 ft. each, as the borings, which will doubtless be taken before construction is begun, may show to be most economical. The approaches to this bridge, owing to the existence of low land on each side of the river, will be heavy, and the minor road to Wakwela, crossing the line just after leaving the bridge, will also require raised approaches.

14. The only available site for Gintota station, which from an engineering point of view is not very suitable, the line being on an embankment at the point, thus involving expense in the foundations of the necessary station buildings, is reached at 29 miles 63 chains and extends to 29 miles 72 chains, after which the Alut-ela is crossed at 29 miles 72·30 chains, requiring a bridge of 30 ft. span. The construction of a short approach road, some 4 chains in length from the main road, will be necessary at Gintota station.

15. For reasons discussed at length in paragraphs 8 to 12 inclusive of my report to your address upon the preliminary examination of the country, No. 195 of August 26, 1889, and which

therefore it is unnecessary again to mention in detail, the line now begins to diverge from the main road, to which its course has generally been hitherto parallel, and to follow the route B recommended in that report, a recommendation which received the assent of Government in your communication No. 177 of October 10, 1889.

16. The adoption of this route entails, as I anticipated it would, somewhat costly work; a succession of hills with low-lying paddy fields between them necessitates, even with a gradient of 1 in 132, a succession of heavy cuttings and embankments between the crossing of the Alut-ela and 30 miles 65 chains, at which point the summit of the hills is reached. Falling gradients, also steep, then follow to 31 miles 24 chains, the Bopé minor road, requiring an overline bridge with raised approaches, being passed at 31 miles 7·50 chains, and the Mahamodera-ela, requiring a bridge of 100 ft. span, being crossed at 31 miles 21 chains.

17. The line then passing between the hills on both sides at 31 miles 35 chains, reaches, with rising gradients generally easy, but comprising one of 1 in 132 for 6·60 chains, another summit at 31 miles 63 chains; thence the line, falling with gradients of 1 in 150 and 1 in 200, passes the Kumbalawela road, where a level crossing will be required at 32 miles 8·50 chains; and running near the foot of the hills generally from 6 to 8 chains west of the Wakwela road, reaches the site selected for Galle North station between 32 miles 42 chains and 32 miles 53 chains. A village path, when improved, leading from the Wakwela road, will afford access to this station.

18. I learn that His Excellency the Governor during his visit to Galle in July last expressed the view, in which I thoroughly concur, that it would be more convenient if Galle North station were somewhat further to the south, and thus nearer to the centre of the town. I much regret, however, that the occurrence of a deep and rocky cutting, followed by swampy ground, and the obligatory long and sharp curve, to which allusion will be made in the following paragraph, immediately beyond the spot selected, renders such a change unadvisable both from an economical and engineering point of view.

19. The long and sharp curve just referred to, which is of 11·86 chains' radius, extending through more than a quadrant of a circle, is necessary on account of the change in direction of the line from one generally southward to one running almost due east, and on it occurs at 33 miles 5·60 chains a bridge of 20 feet span over the Kandawatté-ela, draining the paddy fields and swampy ground through which the Wakwela road here runs; this road is crossed on the level at 33 miles 10·80 chains.

20. After leaving these swamps the line passes, again on the level, the Alutpara road at 33 miles 16·25 chains, and enters just beyond it the Cripp's hill cutting, Cripp's road being crossed in this cutting by an overline bridge at 33 miles 24·15 chains.

21. Although the maximum depth of the cutting, if made through Cripp's hill, would be only 32 feet, I propose a tunnel 55 yards in length here, my reasons being that the hill is from surface indications solid rock, and that if an open cutting were made Cripp's road would be interfered with by the slopes of it, entailing much excavation through rocky ground as well as the purchase of a house, and also that the excavation of an open cutting here would necessitate an overline bridge for Dickson's road which here crosses the line.

22. After passing through Cripp's hill, the Hirimbura road is crossed on the level at 33 miles 50·50 chains, and easy work follows until the site for Galle main station, between 33 miles 63·50 chains and 34 miles 13·50 chains, is reached. This spot is just inland of the old kachchéri. The station ground is intersected diagonally by Hall's road, which will require diversion as shown by dotted red lines on the plan, and access will be afforded to it by the Talapitiya road crossing the line on the level at 34 miles 3·30 chains. The branch line to Galle wharf, to which brief allusion will be made later, leaves the main line at 34 miles 12·75 chains.

23. Easy country is then traversed by the line until Dewatta, or the Morawak kóralé road, station is reached, the only matter demanding reference being a bridge over the Moragoda-ela of 30 ft. span at 34 miles 15·50 chains, and level crossings for the Circular road and Morawak kóralé roads at 34 miles 40·70 chains and 35 miles 11 chains, respectively.

24. Dewatta station is situate between 35 miles 11·25 chains and 35 miles 23 chains, ready means of access to it being given both from the interior and sea coast by the Morawak kóralé road.

25. The Waggal Modera is crossed by a bridge of 30 ft. span at 35 miles 51 chains, and swampy ground requiring embanking, for which I fear there will be some little difficulty in obtaining material, follows, until 36 miles from Alutgama is reached, a bridge of 12 ft. span being provided at 35 miles 74·30 chains for the drainage of this swamp.

26. The line now leaves the main road and follows, generally with work of a moderate nature, the course of a minor road which passes through a gap in the hills about three-eighths of a mile inland of that through which the main Mátara road passes. This minor road will be crossed and recrossed by the line, both times on the level, and will besides require diverting in places. The adoption of this deviation from the main road, besides giving easier work, avoids interference with the valuable and large houses which fringe the main road whenever the hills afford space for them, and it besides effects an appreciable saving in distance.

27. Approaching again the main road near 37 miles 60 chains, the line continues to run, with generally light work, though at times the occurrence of hills descending to the sea-coast necessitates the use of short stretches of gradients of 1 in 132, parallel to and a short distance inland of it, until between 39 miles and 39 miles 11 chains the site chosen for Hinatigala station is reached, the approach to which will be by the branch road to Angulugola.

28. After leaving Hinatigala station easy country is traversed up to 42¾ miles, the only work demanding notice being the crossing of the Timberi Modera at 40 miles 23 chains, for which I have set down a bridge of 60 ft. span.

29. Before reaching the Pol-oya, draining the extensive Koggala lake, which is passed at 43 miles 5 chains by a bridge, which I have estimated to require 240 linear feet of waterway, two small cuttings occur; but after crossing this stream work of an easy nature occurs up to 45 miles, the only matter demanding reference being a 12-ft. girder opening at 44 miles 42 chains for the Hatapalane-ela.

30. From 45 miles 0·30 chains to 45 miles 12 chains the site chosen for Hatuwapiyadigama station is passed, access to it both from the interior and the coast being provided by the road to Kodagoda, which crosses the railway on the level at 45 miles. Shortly after leaving this station the occurrence of hills extending to the sea-coast compels the line between 45 miles 30 chains and 46

miles 20 chains to diverge inland; a pass through these hills, giving work of a moderate nature, was found, but rising and falling gradients with curves of 11·86 and 11·46 chains in radius are necessary.

31. Again approaching the sea-coast at 46 miles 20 chains, the line runs generally parallel thereto up to 47 miles 50 chains, crossing at 46 miles 48 chains the Goiyapaña-oya near its mouth by a bridge, for which I have set down 120 linear feet of waterway, and at 47 miles 28·70 chains the Midigama-ela by a bridge of 30 ft. span.

32. From 47 miles 50 chains to Weligama the country is very hilly, and the hills through which the main road leaving the coast winds extend down to the sea, where they terminate at places in cliffs. I was very anxious to avoid crossing the road, if it were possible to do so; and many days were fruitlessly spent in trying to find a suitable pass for the line inland of it. The line therefore keeping inland of the road up to 48 miles 58 chains crosses it on the level at this point, and recrosses it again on the level at 49 miles 54·50 chains; the earthworks are in places somewhat heavy, a gradient of 1 in 132 for 21·20 chains occurs, and the curves are necessarily sharp.

33. From 49 miles 60 chains the line runs generally parallel to and at a distance of about 3 chains from the minor road to Denepitiya, which it crosses at 50 miles 32·40 chains, the work being now again light, and immediately after crossing this road, which thus affords access to the station, the site chosen for Weligama station, extending to 50 miles 45·50 chains, is reached.

34. Leaving Weligama, the line, which is practically a surface one, runs along the spit of high land between the Polwatta-gaṇga and the sea, until at from 52 miles 8 chains to 52 miles 19 chains the site most suitable for Polwatta station is passed, after leaving which the Polwatta-Modera-gaṇga is crossed at 52 miles 31·50 chains by a bridge, for which I have set down 300 linear feet of waterway.

35. From this point for some distance onwards the occurrence of very hilly country precludes any possibility of the line following generally the course of the cart road, on which, notwithstanding its sharp turns and steep gradients, cuttings of upwards of 30 ft. in depth occur. The line therefore immediately after crossing the Polwatta-Modera leaves the main road, and passing more than a mile inland of it traverses for much of the distance as far as 55 miles swamps and low-lying paddy fields, the material for embanking which, will be obtained from the steep spurs of the hills separating them. The earthwork on this part of the line is very heavy, and the gradients and curves are in places steep and sharp.

36. At 55 miles 1·50 chains the drainage from some of these swamps into the Goranduwa-Kalupuwa is provided for by a bridge of 20 ft. span; easy work then follows to 56 miles, the site chosen for Kamburugamuwa station being passed between 55 miles 60 chains and 72 chains; for this station the construction of an approach road some 10 chains in length will, I think, be needed.

37. The line then skirting the northern bank of a tank ascends to and descends from, by gradients of 1 in 132 and 1 in 176, a pass between hills at 56 miles 40 chains; after which very easy work occurs till Mátara station is reached, the only matter worthy of notice being a bridge of 30 ft. span over the Ellapané-ela at 58 miles 60·90 chains.

38. The site chosen for Mátara station is a piece of flat land lying to the south of the cemetery between 59 miles 15 chains and the Hakmana road at 59 miles 33 chains, which thus forms the terminus of the line. The length of the second section of the line treated upon in this report is thus 44 miles 76 chains.

39. It is satisfactory to find that the total length of the line from Alutgama to Mátara, viz., 59 miles 33 chains, is about 2¼ miles shorter than the main road *viâ* Galle connecting these places.

Branch Line to Galle Wharf.

40. This branch, leaving the main line at 34 miles 12·75 chains, is 1 mile 25 chains in length; the works upon it are very light, there being only one bridge of 20 ft. span over the Moragoda-ela at 0 miles 22·60 chains. There are three level crossings on it, viz., for a minor road at 9·60 chains, for the Talapitiya road at 19·30 chains, and for the Mátara road at 29·60 chains. After passing the latter, it runs along the coast passing between the markets and the sea; it then passes just inland of the coal sheds, and thence again along the coast to the wharf. The works on it being so easy, the main object aimed at in selecting the route for it was to avoid as much as possible interference with valuable house property as well as with the numerous roads; and this has, I consider, been fairly attained.

Earthwork.

41. Both on the Main and Branch line the cuttings through earth are calculated to a base of 20 ft., with slopes of 1 to 1. Through cabook, or cabook and rock, the base is 16 ft. with ½ to 1 slopes, while through rock the base is also calculated as being 16 ft., the slopes being ¼ to 1. The embankments throughout are calculated to a base of 18 ft., with slopes of 1½ to 1. Rock is assumed to increase 25 per cent. in volume when excavated. The quantities and distribution of earthwork are noted on the section, and are also given in the table of quantities and distribution of earthwork.

Curves and Gradients.

42. The line being an extension of the seaside railway to Alutgama, I have been very anxious not to use sharper curves and steeper gradients than exist upon that railway. Having learnt that near the Fort station at Colombo a gradient of 1 in 132 occurs on a curve of 10 chains in radius, I adopted these as the absolute limits admissible under any circumstances. The total length of gradient of 1 in 132, which it was necessary to use 17 times, is 4 miles 50·02 chains, the greatest continuous length of it being 52 chains; while the sharpest curve employed is one of 11·46 chains radius, which it was necessary to adopt on thirteen occasions.

Bridges and Culverts.

43. Excluding road bridges, there are 23 bridges for streams set down in the tables of 12 ft. and upwards in span, giving a total waterway of 1,720 linear feet, equal to, on the average, upwards of 38 linear feet, per mile; and in addition there are 177 culverts varying in span from 2 to 6 ft. Some difficulty was experienced in deciding on the requisite amount of waterway to be provided for, owing in many cases to the smaller streams not flowing in well-defined beds, and it is possible that in construction the waterways provided may require reconsideration, and perhaps increase in some instances, though I trust not to any large extent.

Cost of Survey.

44. The total sum which will be finally expended through my office upon the whole survey from Alutgama to Mátara, including the branch line to Galle Wharf, and including also the special remuneration to Messrs. Hampton and Templeton, sanctioned by your communication No. $\frac{6}{5109}$ of the 16th instant, which, however, cannot yet be fully paid owing to the absence of the first-named officer from the Colony, will be Rs. 19,737·64; and this sum, which comprises, I think, all possible expenditure on the work, is, it will be observed, Rs. 5,262·36 below the sanctioned estimate of Rs. 25,000, and is equal to Rs. 325 per mile of actual railway surveyed and staked out; a cost which I venture to hope may be deemed very moderate, taking into account the—at certain points—difficult nature of the country traversed, and the numerous obstacles to rapid progress presented throughout by the densely wooded and thickly populated district passed through.

45. I was assisted in the field work of the survey by Messrs. Hampton and Templeton of the Survey Department, whose excellent services it has been already my pleasing duty to commend to the favourable notice of the Government, by whom they have been suitably recognised.

I have, &c.,

F. J. WARING.

List of Drawings and Papers accompanying this Report.

Key Plan, showing general course of Main and Galle Wharf Lines, on the scale of 5 in. to a mile.

Main Line.

Plan and longitudinal section in.
Nine rolls of tracings numbered from 4 to 12, inclusive.
Tables of quantities and distribution of earthwork.
List of straights and curves, with abstract.
List of gradients, with abstract.
List of bridges.
List of culverts, with abstract.

Branch to Galle Wharf.

Plan and longitudinal section, one roll. Table of quantities and distribution of earthwork.
List of straights and curves, with abstract.
List of gradients.
List of bridges.
List of culverts.

APPENDIX.

No. 1.—Quantities and Distribution of Earthwork.

NOTE.—The following table is calculated on the assumption that rock which has been excavated increases 25 per cent. in volume when deposited in embankment or spoil, and also that cabook will not be more costly to excavate than earth.

Number of Cutting or Embankment.		Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
		M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Cutting	40 ...	14 41⅔	—	247	247	30	217	—	—	247
Bank	41 ...	14 43	30	—	—	—	—	—	—	—
Cutting	41 ...	14 47	—	568	568	568	—	—	—	568
Bank	42 ...	14 55	1,517	—	—	—	—	924	—	—
Cutting	42 ...	14 57	—	50	50	50	—	—	—	50
Bank	43 ...	14 64	3,292	—	—	—	—	3,267	—	—
Bridge.										
Bank	43*a* ...	14 67¾	816	—	—	—	—	—	—	—
Cutting	43 ...	14 74¼	—	1,754	1,973	1,366	607	—	877	877
Bank	44 ...	14 78	658	—	—	—	—	—	—	—
Cutting	44 ...	15 1⅔	—	265	298	298	—	—	132	133
Bank	45 ...	15 6	266	—	—	—	—	—	—	—
Cutting	45 ...	15 24⅔	—	1,718	2,040	76	1,964	—	1,288	430
Bank	46 ...	15 25⅓	16	—	—	—	—	—	—	—
Cutting	46 ...	15 28⅔	—	582	727	32	695	—	582	—
Bank	47 ...	15 29⅔	16	—	—	—	—	—	—	—
Cutting	47 ...	15 33¼	—	200	200	200	—	—	—	200
Bank	48 ...	15 44⅔	1,729	—	—	—	—	1,199	—	—
Cutting	48 ...	15 60¼	—	2,134	2,134	810	1,324	—	—	2,134
Bank	49 ...	16 17	4,271	—	—	—	—	3,704	—	—
Cutting	49 ...	16 22	—	175	175	175	—	—	—	175
Bank	50 ...	17 11½	11,737	—	—	—	—	11,649	—	—
Bridge, 12 *ft.*										
Bank	50*a* ...	18 17½	8,969	—	—	—	—	8,969	—	—
Cutting	50 ...	18 31½	—	475	475	88	387	—	—	475
Bank	51 ...	18 41½	726	—	—	—	—	458	—	—
Cutting	51 ...	19 6	—	2,266	2,266	345	1,921	—	—	2,266
Bank	52 ...	19 26	4,826	—	—	—	—	4,661	—	—
Cutting	52 ...	19 41¼	—	767	767	—	767	—	—	767
Bank	53 ...	19 43⅓	50	—	—	—	—	50	—	—
Cutting	53 ...	19 46⅓	—	35	35	—	35	—	—	35
Carried forward ...			38,919	11,236	11,955	4,038	7,917	34,881	2,879	8,357

Number of Cutting or Embankment.		Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited.	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
		M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Brought forward ...			38,919	11,236	11,955	4,038	7,917	34,881	2,879	8,357
Bank	54 ...	19 66	677	—	—	—	—	677	—	—
Cutting	54 ...	19 74¼	—	153	153	—	153	—	—	153
Bank	55 ...	20 2	352	—	—	—	—	352	—	—
Cutting	55 ...	20 12½	—	502	502	300	202	—	—	502
Bank	56 ...	20 40½	5,300	—	—	—	—	4,400	—	—
Cutting	56 ...	20 52½	—	1,124	1,124	600	524	—	—	1,124
Bank	57 ...	20 78½	708	—	—	—	—	708	—	—
Cutting	57 ...	21 26¼	—	820	820	—	820	—	—	820
Bank	58 ...	21 32	707	—	—	—	—	707	—	—
Bridge, 60 ft. span.										
Bank	58*a* ...	21 67¾	6,071	—	—	—	—	5,871	—	—
Cutting	58 ...	21 76½	—	932	932	217	715	—	—	932
Bank	59 ...	21 78	17	—	—	—	—	—	—	—
Cutting	59 ...	22 1½	—	63	63	—	63	—	—	63
Bank	60 ...	22 4	205	—	—	—	—	205	—	—
Bridge, 20 ft. span.										
Bank	60*a* ...	22 6½	212	—	—	—	—	—	—	—
Cutting	60 ...	22 16	—	724	724	452	272	—	—	724
Bank	61 ...	22 23	443	—	—	—	—	—	—	—
Cutting	61 ...	22 29½	—	669	752	244	508	—	334	335
Bank	62 ...	22 31½	41	—	—	—	—	—	—	—
Cutting	62 ...	22 32½	—	33	33	—	33	—	—	33
Bank	63 ...	22 41	874	—	—	—	—	874	—	—
Bridge, 20 ft. span.										
Bank	63*a* ...	22 50½	1,271	—	—	—	—	1,271	—	—
Cutting	63 ...	22 54½	—	50	50	—	50	—	—	50
Bank	64 ...	23 17½	3,756	—	—	—	—	3,492	—	—
Cutting	64 ...	23 28½	—	1,089	1,089	264	825	—	—	1,089
Bank	65 ...	23 40	133	—	—	—	—	133	—	—
Cutting	65 ...	23 61	—	238	238	—	238	—	—	238
Bank	66 ...	24 21	1,564	—	—	—	—	1,564	—	—
Cutting	66 ...	24 24	—	38	38	—	38	—	—	38
Bank	67 ...	24 37½	202	—	—	—	—	202	—	—
Cutting	67 ...	24 43½	—	520	520	153	367	—	—	520
Bank	68 ...	24 44¾	153	—	—	—	—	—	—	—
Cutting	68 ...	24 50	—	686	772	420	352	—	343	343
Bank	69 ...	24 68½	2,872	—	—	—	—	1,882	—	—
Cutting	69 ...	25 5	—	1,979	1,979	570	1,409	—	—	1,979
Bank	70 ...	25 17⅔	2,871	—	—	—	—	2,871	—	—
Ratgama-ganga Bridge.										
Bank	70*a* ...	25 33½	3,103	—	—	—	—	2,493	—	—
Cutting	70 ...	25 42	—	1,078	1,145	705	440	—	269	809
Bank	71 ...	25 45½	270	—	—	—	—	—	—	—
Cutting	71 ...	25 68	—	821	872	175	697	—	205	616
Bank	72 ...	25 74½	100	—	—	—	—	—	—	—
Cutting	72 ...	26 6¼	—	400	400	100	300	—	—	400
Bank	73 ...	26 49½	1,175	—	—	—	—	1,175	—	—
Cutting	73 ...	26 67½	—	863	863	—	863	—	—	863
Bank	74 ...	27 0	116	—	—	—	—	116	—	—
Cutting	74 ...	27 3½	—	42	42	—	42	—	—	42
Bank	75 ...	27 6½	181	—	—	—	—	107	—	—
Cutting	75 ...	27 13⅜	—	243	258	74	184	—	59	184
Bank	76 ...	27 26	2,692	—	—	—	—	1,352	—	—
Cutting	76 ...	27 35½	—	4,381	4,655	2,390	2,265	—	1,095	3,286
Bank	77 ...	27 62⅛	4,328	—	—	—	—	3,240	—	—
Cutting	77 ...	27 64	—	71	71	71	—	—	—	71
Bank	78 ...	27 68	142	—	—	—	—	—	—	—
Cutting	78 ...	27 72	—	153	153	109	44	—	—	153
Bank	79 ...	28 2	1,452	—	—	—	—	1,452	—	—
Cutting	79 ...	28 25	—	1,569	1,569	—	1,569	—	—	1,569
Bank	80 ...	28 33½	161	—	—	—	—	161	—	—
Cutting	80 ...	28 43	—	770	770	450	320	—	—	770
Bank	81 ...	28 79½	3,947	—	—	—	—	3,310	—	—
Cutting	81 ...	29 6½	—	394	394	187	207	—	—	394
Bank	82 ...	29 24¾	2,634	—	—	—	—	2,634	—	—
Cutting	82 ...	29 26¾	—	50	50	—	50	—	—	50
Bank	83 ...	29 46	5,464	—	—	—	—	5,464	—	—
Ginganga Bridge.										
Bank	83*a* ...	29 72 1/10	5,028	—	—	—	—	5,028	—	—
Carried forward ...			98,141	31,691	32,986	11,519	21,467	86,622	5,184	26,507

Number of Cutting or Embankment.	Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
Alut-ela Bridge.	M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Brought forward ...		98,141	31,691	32,986	11,519	21,467	86,622	5,184	26,507
Bank 83*b* ...	30 23½	10,921	—	—	—	—	9,957	—	—
Cutting 83 ...	30 26¾	—	1,898	1,898	1,898	—	—	—	1,898
Bank 84 ...	30 33¼	2,947	—	—	—	—	575	—	—
Cutting 84 ...	30 42⅜	—	3,665	3,894	3,894	—	—	916	2,749
Bank 85 ...	30 48	3,540	—	—	—	—	—	—	—
Cutting 85 ...	30 64½	—	6,430	6,832	1,084	5,748	—	1,608	4,822
Bank 86 ...	30 67¾	477	—	—	—	—	—	—	—
Cutting 86 ...	30 75	—	1,055	1,122	1,122	—	—	264	791
Bank 87 ...	31 0¾	730	—	—	—	—	—	—	—
Cutting 87 ...	31 13¾	—	3,086	3,279	2,036	1 243	—	772	2,314
Bank 88 ...	31 20½	1,951	—	—	—	—	—	—	—
Mahamodera-ela Bridge.									
Bank 88*a* ...	31 29½	1,937	—	—	—	—	682	—	—
Cutting 88 ...	31 45¼	—	2,251	2,392	1,319	1,073	—	563	1,688
Bank 89 ...	31 51½	741	—	—	—	—	666	—	—
Cutting 89 ...	31 52½	—	11	11	11	—	—	—	11
Bank 90 ...	31 59	977	—	—	—	—	—	—	—
Cutting 90 ...	31 68¾	—	2,085	2,215	2,215	—	—	521	1,564
Bank 91 ...	32 0½	2,091	—	—	—	—	—	—	—
Cutting 91 ...	32 8¾	—	2,071	2,330	2,330	—	—	1,035	1,036
Bank 92 ...	32 16½	3,407	—	—	—	—	766	—	—
Cutting 92 ...	32 22	—	1,095	1,164	1,164	—	—	274	821
Bank 93 ...	32 25½	795	—	—	—	—	—	—	—
Cutting 93 ...	32 32½	—	1,979	2,103	1,640	463	—	495	1,484
Bank 94 ...	32 47¼	2,035	—	—	—	—	—	—	—
Cutting 94 ...	32 57½	—	3,662	4,120	2,063	2,057	—	1,831	1,831
Bank 95 ...	32 60¼	273	—	—	—	—	—	—	—
Cutting 95 ...	32 62½	—	322	362	362	—	—	161	161
Bank 96 ...	32 62¾	38	—	—	—	—	—	—	—
Cutting 96 ...	32 63	—	85	106	106	—	—	85	—
Bank 97 ...	33 5½	5,833	—	—	—	—	4,803	—	—
Girder Bridge, 20 ft.									
Bank 97*a* ...	33 21	2,187	—	—	—	—	—	—	—
Cutting 97 ...	33 27¾	—	4,292	4,828	2,187	2,641	—	2,146	2,146
Tunnel.									
Cutting 97*a* ...	33 33½	—	1,687	1,898	1,292	606	—	843	844
Bank 98 ...	33 36¼	378	—	—	—	—	—	—	—
Cutting 98 ...	33 37¼	—	63	63	63	—	—	—	63
Bank 99 ...	33 45¼	977	—	—	—	—	—	—	—
Cutting 99 ...	33 67½	—	858	858	—	858	—	—	858
Bank 100 ...	33 71½	92	—	—	—	—	42	—	—
Cutting 100 ...	33 73½	—	50	50	50	—	—	—	50
Bank 101 ...	34 15¼	975	—	—	—	—	975	—	—
Bridge, 30 ft. span.									
Bank 101*a* ...	34 21½	708	—	—	—	—	639	—	—
Cutting 101 ...	34 32¼	—	156	156	103	53	—	—	156
Bank 102 ...	34 33¾	34	—	—	—	—	—	—	—
Cutting 102 ...	34 38½	—	58	58	—	58	—	—	58
Bank 103 ...	34 40	17	—	—	—	—	—	—	—
Cutting 103 ...	34 53½	—	935	935	181	754	—	—	935
Bank 104 ...	34 57¾	164	—	—	—	—	—	—	—
Cutting 104 ...	34 59½	—	44	44	44	—	—	—	44
Bank 105 ...	34 68¾	1,674	—	—	—	—	930	—	—
Cutting 105 ...	34 73½	—	1,143	1,143	1,143	—	—	—	1,143
Bank 106 ...	35 15	1,662	—	—	—	—	1,219	—	—
Cutting 106 ...	35 27	—	321	321	—	321	—	—	321
Bank 107 ...	35 50¾	2,312	—	—	—	—	2,312	—	—
Bridge, 30 ft. span.									
Bank 107*a* ...	36 14	6,325	—	—	—	—	6,325	—	—
Cutting 107 ...	36 18½	—	38	38	—	38	—	—	38
Bank 108 ...	36 29½	1,030	—	—	—	—	130	—	—
Cutting 108 ...	36 37½	—	3,359	3,569	2,677	892	—	839	2,520
Bank 109 ...	36 42¼	1,777	—	—	—	—	—	—	—
Cutting 109 ...	36 44	—	219	219	219	—	—	—	219
Bank 110 ...	36 54	1,985	—	—	—	—	1,733	—	—
Cutting 110 ...	36 56¾	—	33	33	33	—	—	—	33
Bank 111 ...	36 73¼	2,175	—	—	—	—	1,576	—	—
Cutting 111 ...	36 78½	—	599	599	599	—	—	—	599
Bank 112 ...	36 79¼	40	—	—	—	—	—	—	—
Cutting 112 ...	37 5¾	—	325	325	325	—	—	—	325
Bank 113 ...	37 11¾	1,407	—	—	—	—	—	—	—
Cutting 113 ...	37 17½	—	1,536	1,632	1,632	—	—	384	1,152
Bank 114 ...	37 27	1,345	—	—	—	—	535	—	—
Cutting 114 ...	37 31	—	596	596	596	—	—	—	596
Bank 115 ...	37 38¾	939	—	—	—	—	—	—	—
Cutting 115 ...	37 50¾	—	2,314	2,314	815	1,499	—	—	2,314
Bank 116 ...	37 53¼	172	—	—	—	—	—	—	—
Cutting 116 ...	37 58½	—	1,766	1,876	1,876	—	—	441	1,325
Bank 117 ...	37 73	3,825	—	—	—	—	949	—	—
Cutting 117 ...	37 78	—	1,142	1,213	1,213	—	—	286	856
Bank 118 ...	38 7½	639	—	—	—	—	—	—	—
Carried forward ...		169,673	82,920	87,582	47,811	39,771	121,436	18,648	64,272

Number of Cutting or Embankment.		Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited.	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
		M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Brought forward ...			169,673	82,920	87,582	47,811	39,771	121,436	18,648	64,272
Cutting	118 ...	38 26	—	1,941	1,941	826	1,115	—	—	1,941
Bank	119 ...	38 54	1,390	—	—	—	—	990	—	—
Cutting	119 ...	38 65¾	—	244	244	91	153	—	—	244
Bank	120 ...	38 69¾	91	—	—	—	—	—	—	—
Cutting	120 ...	39 41½	—	914	914	—	914	—	—	914
Bank	121 ...	39 54	545	—	—	—	—	271	—	—
Cutting	121 ...	39 63¾	—	902	902	305	597	—	—	902
Bank	122 ...	39 66¼	31	—	—	—	—	—	—	—
Cutting	122 ...	39 78	—	667	667	326	341	—	—	667
Bank	123 ...	40 22½	2,395	—	—	—	—	2,069	—	—
Timberemodera Bridge.										
Bank	123*a* ...	40 28½	911	—	—	—	—	911	—	—
Cutting	123 ...	40 36	—	156	156	—	156	—	—	156
Bank	124 ...	40 48¼	452	—	—	—	—	353	—	—
Cutting	124 ...	40 51½	—	99	99	99	—	—	—	99
Bank	125 ...	40 54	175	—	—	—	—	—	—	—
Cutting	125 ...	41 1¼	—	3,800	3,800	735	3,065	—	—	3,800
Bank	126 ...	41 21	3,179	—	—	—	—	2,569	—	—
Cutting	126 ...	41 29½	—	209	209	68	141	—	—	209
Bank	127 ...	41 31	18	—	—	—	—	—	—	—
Cutting	127 ...	41 39¾	—	194	194	50	144	—	—	194
Bank	128 ...	41 44	50	—	—	—	—	—	—	—
Cutting	128 ...	41 58½	—	253	262	88	174	—	35	218
Bank	129 ...	41 63	126	—	—	—	—	—	—	—
Cutting	129 ...	41 64¼	—	38	38	38	—	—	—	38
Bank	130 ...	42 6¾	264	—	—	—	—	264	—	—
Cutting	130 ...	42 18½	—	316	316	150	166	—	—	316
Bank	131 ...	42 59¼	4,736	—	—	—	—	3,856	—	—
Cutting	131 ...	42 69	—	1,403	1,491	1,491	—	—	351	1,052
Bank	132 ...	42 72¾	761	—	—	—	—	—	—	—
Cutting	132 ...	42 76	—	567	602	602	—	—	142	425
Bank	133 ...	43 3¾	3,089	—	—	—	—	2,487	—	—
Pol-oya Bridge.										
Bank	133*a* ...	43 9¾	743	—	—	—	—	563	—	—
Cutting	133 ...	43 13½	—	180	180	180	—	—	—	180
Bank	134 ...	43 34	1,631	—	—	—	—	1,631	—	—
Cutting	134 ...	43 53¾	—	938	938	240	698	—	—	938
Bank	135 ...	43 74	2,657	—	—	—	—	1,877	—	—
Cutting	135 ...	44 0½	—	540	540	540	—	—	—	540
Bank	136 ...	44 29¼	317	—	—	—	—	317	—	—
Cutting	136 ...	44 33¼	—	175	175	175	—	—	—	175
Bank	137 ...	44 42	1,055	—	—	—	—	880	—	—
Hatapalana-ela Bridge.										
Bank	137*a* ...	44 67½	2,360	—	—	—	—	1,712	—	—
Cutting	137 ...	44 71½	—	648	648	648	—	—	—	648
Bank	138 ...	44 72¼	17	—	—	—	—	—	—	—
Cutting	138 ...	44 77	—	983	983	914	69	—	—	983
Bank	139 ...	45 2	897	—	—	—	—	—	—	—
Cutting	139 ...	45 21¼	—	468	468	156	312	—	—	468
Bank	140 ...	45 34¾	2,723	—	—	—	—	2,067	—	—
Cutting	140 ...	45 42¼	—	799	799	799	—	—	—	799
Bank	141 ...	45 50	1,435	—	—	—	—	—	—	—
Cutting	141 ...	45 61½	—	2,540	2,699	2,076	623	—	635	1,905
Bank	142 ...	45 68¼	940	—	—	—	—	—	—	—
Cutting	142 ...	45 76¼	—	1,200	1,275	1,275	—	—	300	900
Bank	143 ...	46 10½	5,559	—	—	—	—	3,934	—	—
Cutting	143 ...	46 15	—	660	701	701	—	—	165	495
Bank	144 ...	46 19¾	806	—	—	—	—	—	—	—
Cutting	144 ...	46 24½	—	554	588	588	—	—	138	416
Bank	145 ...	46 47	2,534	—	—	—	—	2,401	—	—
Goyapana-oya Bridge.										
Bank	145*a* ...	47 3	3,146	—	—	—	—	2,982	—	—
Cutting	145 ...	47 7½	—	164	164	164	—	—	—	164
Bank	146 ...	47 13	1,374	—	—	—	—	549	—	—
Cutting	146 ...	47 13¼	—	20	25	25	—	—	20	—
Bank	147 ...	47 13½	25	—	—	—	—	—	—	—
Cutting	147 ...	47 28	—	1,491	1,491	911	580	—	—	1,491
Bank	148 ...	47 28½	86	—	—	—	—	—	—	—
Midigama-ela Bridge.										
Bank	148*a* ...	47 45	2,553	—	—	—	—	2,320	—	—
Cutting	148 ...	47 53	—	466	466	466	—	—	—	466
Bank	149 ...	47 67½	2,070	—	—	—	—	—	—	—
Cutting	149 ...	47 77	—	4,007	4,257	2,214	2,043	—	1,002	3,005
Bank	150 ...	47 79¾	377	—	—	—	—	—	—	—
Cutting	150 ...	48 5	—	2,407	2,558	1,715	843	—	602	1,805
Bank	151 ...	48 10¼	1,715	—	—	—	—	—	—	—
Cutting	151 ...	48 12¾	—	393	417	417	—	—	98	295
Carried forward ...			222,906	113,256	118,789	66,884	51,905	156,439	22,136	91,121

Number of Cutting or Embankment.		Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
		M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Brought forward	...		222,906	113,256	118,789	66,884	51,905	156,439	22,136	91,120
Bank	152 ...	48 19⅔	2,226	—	—	—	—	673	—	—
Cutting	152 ...	48 25⅓	—	1,069	1,136	1,136	—	—	267	802
Bank	153 ...	48 37	727	—	—	—	—	647	—	—
Cutting	153 ...	48 41¼	—	179	179	179	—	—	—	179
Bank	154 ...	48 45¾	1,102	—	—	—	—	77	—	—
Cutting	154 ...	48 51	—	926	926	926	—	—	—	926
Bank	155 ...	48 53⅙	147	—	—	—	—	—	—	—
Cutting	155 ...	48 58⅓	—	675	675	675	—	—	—	675
Bank	156 ...	48 78	1,845	—	—	—	—	917	—	—
Cutting	156 ...	49 7¾	—	2,112	2,244	2,244	—	—	528	1,584
Bank	157 ...	49 20	3,696	—	—	—	—	—	—	—
Cutting	157 ...	49 27½	—	2,713	2,883	2,121	762	—	678	2,035
Bank	158 ...	49 31½	269	—	—	—	—	—	—	—
Cutting	158 ...	49 39½	—	1,741	1,850	900	950	—	435	1,306
Bank	159 ...	49 54¼	2,216	—	—	—	—	1,316	—	—
Cutting	159 ...	49 54⅜	—	44	44	44	—	—	—	44
Bank	160 ...	51 34	7,918	—	—	—	—	7,766	—	—
Cutting	160 ...	51 40	—	177	177	177	—	—	—	177
Bank	161 ...	51 43	69	—	—	—	—	—	—	—
Cutting	161 ...	51 47	—	159	159	159	—	—	—	159
Bank	162 ...	51 60½	308	—	—	—	—	99	—	—
Cutting	162 ...	51 73¼	—	191	191	80	111	—	—	191
Bank	163 ...	51 76⅓	55	—	—	—	—	—	—	—
Cutting	163 ...	51 77⅜	—	25	25	25	—	—	—	25
Bank	164 ...	52 0¼	30	—	—	—	—	—	—	—
Cutting	164 ...	52 12	—	435	435	82	353	—	—	435
Bank	165 ...	52 18	52	—	—	—	—	—	—	—
Cutting	165 ...	52 20½	—	63	63	63	—	—	—	63
Bank	166 ...	52 29½	1,789	—	—	—	—	1,726	—	—
Polwattamodera.										
Bank	166*a* ...	52 36½	156	—	—	—	—	—	—	—
Cutting	166 ...	52 40	—	1,896	2,015	2,015	—	—	474	1,422
Bank	167 ...	52 41⅞	128	—	—	—	—	—	—	—
Cutting	167 ...	52 42⅛	—	25	25	25	—	—	—	25
Bank	168 ...	52 51¾	3,104	—	—	—	—	—	—	—
Cutting	168 ...	52 54⅘	—	3,138	3,334	2,148	1,186	—	784	2,354
Bank	169 ...	52 61½	2,273	—	—	—	—	—	—	—
Cutting	169 ...	52 64⅖	—	2,479	2,634	1,473	1,161	—	620	1,859
Bank	170 ...	52 66⅞	507	—	—	—	—	—	—	—
Cutting	170 ...	52 71	—	1,648	1,751	578	1,173	—	412	1,236
Bank	171 ...	52 72½	71	—	—	—	—	—	—	—
Cutting	171 ...	52 75⅜	—	1,693	1,799	1,799	—	—	423	1,270
Bank	172 ...	52 79 1/10	2,447	—	—	—	—	—	—	—
Cutting	172 ...	53 5	—	2,498	2,654	2,654	—	—	624	1,874
Bank	173 ...	53 11⅓	3,003	—	—	—	—	—	—	—
Cutting	173 ...	53 19⅕	—	4,165	4,425	1,482	2,943	—	1,041	3,124
Bank	174 ...	53 23½	1,037	—	—	—	—	—	—	—
Cutting	174 ...	53 27	—	990	1,052	1,052	—	—	248	742
Bank	175 ...	53 32⅘	964	—	—	—	—	—	—	—
Cutting	175 ...	53 55	—	3,940	4,186	664	3,522	—	985	2,955
Bank	176 ...	53 58⅚	461	—	—	—	—	—	—	—
Cutting	176 ...	53 62	—	669	711	711	—	—	167	502
Bank	177 ...	53 66	591	—	—	—	—	—	—	—
Cutting	177 ...	53 70¾	—	1,249	1,327	1,327	—	—	312	937
Bank	178 ...	54 4⅔	3,697	—	—	—	—	—	—	—
Cutting	178 ...	54 9		3,111	3,305	2,542	763	—	778	2,333
Bank	179 ...	54 10⅓	31	—	—	—	—	—	—	—
Cutting	179 ...	54 15		1,452	1,543	1,543	—	—	363	1,089
Bank	180 ...	54 24½	3,463	—	—	—	—	408	—	—
Cutting	180 ...	54 26⅕	—	1,423	1,512	1,512	—	—	356	1,067
Bank	181 ...	54 32⅗	2,215	—	—	—	—	—	—	—
Cutting	181 ...	54 35½	—	3,608	3,833	2,282	1,551	—	902	2,706
Bank	182 ...	54 36¼	67	—	—	—	—	—	—	—
Cutting	182 ...	54 40	—	2,304	2,448	2,448	—	—	576	1,728
Bank	183 ...	54 46⅕	2,206	—	—	—	—	—	—	—
Cutting	183 ...	54 46⅔	—	33	33	33	—	—	—	33
Bank	184 ...	54 50⅙	843	—	—	—	—	—	—	—
Cutting	184 ...	54 52	—	478	478	478	—	—	—	478
Bank	185 ...	54 58	1,473	—	—	—	—	—	—	—
Cutting	185 ...	54 65¾	—	4,529	4,812	3,389	1,423	—	1,132	3,397
Bank	186 ...	54 72	1,826	—	—	—	—	—	—	—
Cutting	186 ...	54 79	—	1,699	1,699	1,353	346	—	—	1,699
Bank	187 ...	55 1⅓	546	—	—	—	—	—	—	—
Bridge, 20 ft. span.										
Bank	187*a* ...	55 6	807	—	—	—	—	—	—	—
Cutting	187 ...	55 8⅓	—	83	83	83	—	—	—	83
Bank	188 ...	55 36⅕	4,571	—	—	—	—	4,462	—	—
Cutting	188 ...	55 39	—	192	192	192	—	—	—	192
Bank	189 ...	55 42½	578	—	—	—	—	—	—	—
Cutting	189 ...	55 45⅘	—	412	412	412	—	—	—	412
Bank	190 ...	55 49	129	—	—	—	—	—	—	—
Cutting	190 ...	55 53¾	—	385	385	381	4	—	—	385
Carried forward	...		282,549	167 864	176,424	108,271	68,153	174,530	34,241	133,623

Number of Cutting or Embankment.	Ending at	Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited.	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
	M. C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
Brought forward ...		282,549	167,864	176,424	108,271	68,153	174,530	34,241	133,623
Bank 191 ...	55 62	252	—	—	—	—	—	—	—
Cutting 191 ...	55 73	—	1,616	1,616	700	916	—	—	1,616
Bank 192 ...	56 12	3,512	—	—	—	—	2,064	—	—
Cutting 192 ...	56 13⅘	—	48	48	48	—	—	—	48
Bank 193 ...	56 14	30	—	—	—	—	—	—	—
Cutting 193 ...	56 27	—	1,502	1,502	730	772	—	—	1,502
Bank 194 ...	56 29⅓	53	—	—	—	—	—	—	—
Cutting 194 ...	56 42	—	2,173	2,173	1,068	1,105	—	—	2,173
Bank 195 ...	56 43⅓	15	—	—	—	—	—	—	—
Cutting 195 ...	56 43⅓	—	9	9	9	—	—	—	9
Bank 196 ...	56 69⅘	6,734	—	—	—	—	4,089	—	—
Cutting 196 ...	56 78¼	—	1,540	1,636	1,636	—	—	385	1,155
Bank 197 ...	57 0¾	223	—	—	—	—	—	—	—
Cutting 197 ...	57 10⅓	—	551	585	246	339	—	138	413
Bank 198 ...	57 13	23	—	—	—	—	—	—	—
Cutting 198 ...	57 17⅓	—	363	363	363	—	—	—	363
Bank 199 ...	57 72	3,054	—	—	—	—	2,691	—	—
Cutting 199 ...	58 18	—	515	515	20	495	—	—	515
Bank 200 ...	58 20¾	20	—	—	—	—	—	—	—
Cutting 200 ...	58 26⅓	—	173	173	100	73	—	—	173
Bank 201 ...	58 49⅓	893	—	—	—	—	793	—	—
Cutting 201 ...	58 50¾	—	15	15	15	—	—	—	15
Bank 202 ...	58 60⅘	1,442	—	—	—	—	1,427	—	—
Ellapane Bridge.									
Bank 202*a* ...	58 64¾	77	—	—	—	—	27	—	—
Cutting 202 ...	58 67	—	50	50	50	—	—	—	50
Bank 203 ...	58 72½	80	—	—	—	—	—	—	—
Cutting 203 ...	59 0⅓	—	474	474	206	268	—	—	474
Bank 204 ...	59 13⅓	126	—	—	—	—	—	—	—
Cutting 204 ...	59 26	—	159	159	159	—	—	—	159
Bank 205 ...	59 33	252	—	—	—	—	93	—	—
		299,335	177,052	185,742	113,621	72,121	185,714	34,764	142,288
Total c. yds. ...					72,121				34,764
				Total Volume of Cuttings	185,742	Total Contents of Cuttings			177,052

Total Cuttings 177,052 + $\frac{34764}{4}$ rock = 185,742 Total Volume of Cuttings nearly.

Bank from side Cuttings c. yds.	...	185,714
Bank from Cuttings c. yds. ...	...	113,621
Total Embankments Cubic Yards	...	299,335

No. 2.—List of Straights and Curves.

Distance from M.	Distance from C.	Distance to M.	Distance to C.	Radius of Curve Chains.	Direction of Curve.	Length of Curve Chains.	Length of Straight Chains.
14	37·00	14	37·64	—	—	—	0·64
14	37·64	14	42·91	14·94	R	5·27	—
14	42·91	14	50·82	—	—	—	7·91
14	50·82	14	62·78	19·10	L	11·96	—
14	62·78	15	15·75	—	—	—	32·97
15	15·75	15	31·57	85·94	L	15·82	—
15	31·57	15	59 75	—	—	—	28·18
15	59·75	15	63 59	38·20	R	3·84	—
15	63·59	16	44·85	—	—	—	61·26
16	44·85	16	55·48	28·65	R	10 63	—
16	55·48	17	30·22	—	—	—	54·74
17	30·22	17	43·41	16·37	L	13·19	—
17	43·41	19	60·65	—	—	—	177·24
19	60·65	19	67·84	22·92	R	7·19	—
19	67·84	21	20·39	—	—	—	112·55
21	20·39	21	29·04	19·10	R	8·65	—
21	29·04	22	15·55	—	—	—	66·51
22	15·55	22	21·19	19·10	L	5·64	—
22	21·19	22	42·56	—	—	—	21·37
22	42·56	22	54·19	19·10	L	11·63	—
22	54·19	23	49·30	—	—	—	75·11
23	49·30	23	54·39	28·65	R	5·09	—
23	54·39	24	55·13	—	—	—	80 74
24	55·13	24	65·11	19·10	R	9·98	—
24	65·11	25	23·37	—	—	—	38·26
25	23·37	25	31·06	19·10	L	7·69	—
25	31·06	25	45·89½	—	—	—	14·83½
25	45·89½	25	55·41½	14·94	L	9·52	—
25	55·41½	25	68·38	—	—	—	12·96½
25	68·38	25	75·91½	19·10	R	7·53½	—
25	75·91½	26	59·03½	—	—	—	63·12
26	59·03½	26	69·73½	19·10	R	10 70	—
26	69·73½	26	77·71½	—	—	—	7·98
26	77·71½	27	7·07	19·10	L	9·35½	—
27	7·07	27	19·50½	—	—	—	12·43½
27	19 50½	27	29·50½	11·86	R	10·00	—
27	29·50½	27	31·73	—	—	—	2·22½
27	31·73	27	41·77	11·86	L	10·04	—
27	41·77	27	55·27	—	—	—	13·50
27	55·27	27	63·08	28·65	L	7·81	—
27	63·08	28	58·28	—	—	—	75·20
28	58·28	28	63·51	28·65	R	5·23	—
28	63·51	30	35·27	—	—	—	131·76
30	35·27	30	39·98	19·10	R	4·71	—
30	39·98	30	49 01	—	—	—	9·03
30	49·01	30	64·48	19·10	L	15·47	—
30	64·48	31	9·57½	—	—	—	25·09½
31	9·57½	31	17·68½	19·10	L	8·11	—
31	17·68½	31	30·22	—	—	—	12·53½
31	30·22	31	39·70	19·10	R	9·48	—
31	39·70	31	56·75	—	—	—	17·05
31	56·75	31	61·93	28·65	L	5·18	—
31	61·93	31	65 54	—	—	—	3·61
31	65·54	31	71·71½	28·65	R	6·17½	—
31	71·71½	31	75·05½	—	—	—	3·34
31	75·05½	32	4·31½	14 33	R	9·26	—
32	4·31½	32	18·80	—	—	—	14·48½
32	18·80	32	23·08	14·33	R	4·28	—
32	23·08	32	38·79½	—	—	—	15·71½
32	38·79½	32	41·80½	28·65	L	3·01	—
32	41·80½	32	57·70	—	—	—	15·89½
32	57·70	32	60·38	28·65	R	2·68	—
32	60·38	32	75·62	—	—	—	15·24
32	75·62	33	15·45	11·86	L	19·83	—
33	15·45	33	22·83	—	—	—	7·38
33	22·83	33	26·42	11·86	R	3·59	—
33	26·42	33	28·37	—	—	—	1·95
33	28·37	33	36·03½	16·37	R	7·66½	—
33	36·03½	34	42·19½	—	—	—	86·16
34	42·19½	34	51·80½	14·33	R	9·61	—
34	51·80½	35	73·90	—	—	—	102·09½
35	73·90	35	78·83	20·65	L	4·93	—
35	78·83	36	7·40¾	—	—	—	8·57¾
36	7·40¾	36	16·78¾	28·65	R	9·38	—
36	16·78¾	36	32·04½	—	—	—	15·25¾
36	32·04½	36	37·43½	11·86	L	5·39	—
36	37·43½	36	40·61	—	—	—	3·17½
36	40·61	36	46·90	11·86	R	6·29	—
36	46·90	36	75·32¾	—	—	—	28·42¾
36	75·32¾	36	76·99¼	57 30	R	1·66½	—
36	76·99¼	37	45·02½	—	—	—	48·03¼
37	45·02½	37	54·73½	14·32	L	9·71	—
37	54·73½	37	71·71¾	—	—	—	16·98¼
37	71·71¾	38	0·80	19·10	L	9·08¼	—
38	0·80	38	25·87	—	—	—	25·07
				Carried forward		342·26¾	1,566·60¾

Distance from M.	Distance from C.	Distance to M.	Distance to C.	Radius of Curve Chains.	Direction of Curve.	Length of Curve Chains.	Length of Straight Chains.
				Brought forward ...		342·26¾ ...1,	566·60¾
38	25·87 ...	38	30·72 ...	28·65 ...	R ...	4·85 ...	—
38	30·72 ...	39	16·98¼ ...	— ...	— ...	— ...	66·26¼
39	16·98¼ ...	39	18·71½ ...	28·65 ...	R ...	1·73¼ ...	—
39	18·71½ ...	40	18·22½ ...	— ...	— ...	— ...	79·51
40	18·22½ ...	40	21·34½ ...	19·10 ...	L ...	3·12 ...	—
40	21·34½ ...	41	8·80 ...	— ...	— ...	— ...	67·45½
41	8·80 ...	41	14·29 ...	26·45 ...	R ...	5·49 ...	—
41	14·29 ...	41	74·35½ ...	— ...	— ...	— ...	60·06½
41	74·35½ ...	41	78·69½ ...	19·10 ...	R ...	4·34 ...	—
41	78·69½ ...	42	28·23½ ...	— ...	— ...	— ...	29·54
42	28·23½	42	31·87 ...	28·65 ...	L ..	3·63½ ...	—
42	31·87 ...	43	33·24 ...	— ...	— ...	— ...	81·37
43	33·24 ...	43	37·76 ...	19·10 ...	R ...	4·52 ...	—
43	37·76 ...	43	60·43¼ ...	— ...	— ...	— ...	22·67¼
43	60 43¼ ...	43	66·53¼ ...	11·86 ...	L ...	6·10 ...	—
43	66·53¼	44	10·92¾ ...	— ...	— ...	— ...	24·39½
44	10·92¾ ...	44	16·04¾ ...	11·86 ...	R ...	5·12 ...	—
44	16·04¾ ..	44	43·31½ ...	— ...	— ...	— ...	27·26¾
44	43 31½ ...	44	47·25½ ...	19·10 ...	L	3·94 ...	—
44	47·25½ ...	45	14·25½ ...	— ...	— ...	— ...	47·00
45	14·25½ ...	45	16·06½ ...	19·10 ...	R ...	1·81 ...	—
45	16·06½ ...	45	26 67 ...	— ...	— ...	— ...	10·60½
45	26·67 ...	45	38·20 ...	11·86	L .	11·53 ...	—
45	38·20 ...	45	41·03½ ...	— ...	— ...	— ...	2·83½
45	41·03½ ...	45	45·82½ ...	14·33 ...	R ...	4·79 ...	—
45	45·82½ ...	45	56·42½ ...	—	— ...	— ...	10·60
45	56·42½ ...	45	63·31¾ ...	11·86 ...	R ...	6·89¼ ...	—
45	63·31¾ ...	45	66·62½ ...	— ...	— ...	— ...	3·30¾
45	66·62½ ...	45	73·66½ ...	11·86 ...	R ...	7·04 ...	—
45	73·66½ ...	46	28·88½ ...	— ...	— ...	— ...	35·22
46	28·88½ ...	46	39·92 ...	11·46 ...	L ...	11·03½ ...	—
46	39·92 ...	47	7·74½ ...	— ...	— ...	— ...	47·82½
47	7·74½ ...	47	18·21½ ...	19·10 ...	R ...	10·47 ...	—
47	18·21½ ...	47	49·85¾ ...	— ...	— ...	— ...	31·64¼
47	49·85¾ ...	47	66·78¾ ...	11·86 ...	R ...	16·93 ...	—
47	66·78¾ ...	47	72·25½ ...	— ...	— .	— ...	5·46¾
47	72·25½ ...	48	3·67½	14·95 ...	R ...	11·42 ...	—
48	3·67½ ...	48	25·32 ...	— ...	— ...	—	21·64½
48	25·32 ...	48	35·02 ...	11·46 ...	R ...	9·70 ...	—
48	35·02 ...	48	41·44½ ...	— ...	— ...	— ..	6·42½
48	41·44½ ...	48	48·52 ...	11·46 ...	L ...	7·07½ ...	—
48	48·52 ...	48	70·04¾ ...	—	— ...	— ...	21·52¾
48	70·04¾ ...	48	75·61¼ ...	14·33 ...	R ...	5·56½ ...	—
48	75·61¼ ...	48	78·41 ...	— ...	— ...	— ...	2·79¾
48	78·41 ...	49	10·69½ ...	11·46 ...	L ...	12·28½ ...	—
49	10·69½ ...	49	13 81 ...	— ...	— ...	— ...	3·11½
49	13·81 ...	49	19·55 ...	11·46 ...	L ...	5·74 ...	—
49	19·55 ...	49	36·20 ...	— ...	— ...	— ...	16·65
49	36·20 ...	49	41·58½ ...	28 65 ...	R ...	5·38½ ...	—
49	41·58½ ...	49	62 69 ...	— ...	— ...	— ...	21·10½
49	62·69 ...	49	69·60½ ...	28·65 ...	L ...	6·91½ ...	—
49	69·60½ ...	50	0·98 ...	— ...	— ...	— ...	11·37½
50	0·98 ...	50	11·24 ...	14·33 ...	R ...	10·26 ...	—
50	11·24 ...	50	19 84½ ...	— ...	— ...	— ...	8·60½
50	19·84½ ...	50	28·80½ ...	19·10 ...	R ...	8·96 ...	—
50	28·80½ ...	50	73·20¼ ...	— ...	— ...	— ...	44·39¾
50	73·20¼ ...	50	79·41¼ ...	19·10 ...	R ...	6 21½ ...	—
50	79·41¼ ...	51	76·12½ ...	— ...	— ...	— ...	76·70¾
51	76·12½ ...	52	3·40¼ ...	19·10 ...	R ...	7·27¾ ...	—
52	3 40¼ ...	52	10·87½ ...	— ...	— ...	— ...	7·47¼
52	10·87½ ...	52	16·59¼ ...	19·10 ...	L ...	5·71¾ ...	—
52	16·59¼ ...	52	38·98¼ ...	—	— ...	— ...	22·39
52	38·98¼ ...	52	45·42¼ ...	11·86 ...	R ...	6·44 ...	—
52	45·42¼ ...	52	55·96½ ...	— ...	— ...	— ...	10·54 1/12
52	55·96½ ...	52	63·45½ ...	11·86 ...	L ...	7·49 ...	—
52	63·45½ ..	53	3·43 ...	— ..	— ...	— ...	19·97⅔
53	3·43 ...	53	11·23 ...	14·33 ...	R ...	7·80 ...	—
53	11·23 ...	53	19·18 ...	...	— ..	... ..	7·95
53	19·18 ...	53	27·73 ..	14·33 ...	L ...	8·55 ...	—
53	27·73 ...	53	44·86 ..	— ...	— ...	—	17·13
53	44 86 ...	53	49·01 ...	28·65 ...	R ...	4·15 ...	—
53	49 01 ...	53	52 84½ ...	— ...	— ...	— ...	3·83½
53	52·84½ ...	53	60·36 ...	14·33 ...	L ...	7·51½ ...	—
53	60·36 ...	53	65 76 ...	— ...	— ...	— ...	5·40
53	65 76 ...	53	71·20 ...	11·46 ...	R ...	5·44 ...	—
53	71·20 ...	54	0·80½ ...	— ...	— ...	— ...	9·60½
54	0·80½ ...	54	5·83½ ...	11·46 ...	L ...	5·03 ...	—
54	5·83½ ...	54	11·42½ ...	— ...	— ...	— ...	5·59
54	11·42½ ...	54	20·57½ ...	11·46 ...	R ...	9·15 ...	—
54	20·57½ ...	54	45·75 ...	— ...	— ...	— ...	25·17½
54	45·75 ...	54	48·54 ...	28·65 ...	R ...	2·79 ...	—
54	48·54 ...	54	51·24 ...	— ...	— ...	— ...	2·70
54	51·24 ...	54	55·76 ...	11·46 ...	L ...	4·52 ...	—
54	55·76 ...	54	59·54 ..	— ...	— ...	— ...	3·78
54	59·54 ...	54	70·98 ...	11·46 ...	R ...	11·44 ...	—
				Carried forward ...		638·44¼	2,595·53¾

Distance from M.	C.	Distance to M.	C.	Radius of Curve Chains.	Direction of Curve.	Length of Curve Chains.	Length of Straight Chains.
				Brought forward ...		638·44¼ ...	2,595·53¾
54	70·98 ...	54	77·42 ...	— ...	— ...	— ...	6·44
54	77·42 ...	55	10·85 ...	11·46 ...	L ...	13·43 ...	—
55	10·85 ...	55	18·30¼ ...	— ...	— ...	— ...	7·45¼
55	18·30¼ ...	55	25·31¼ ...	11·46 ...	R ...	7·01 ...	—
55	25·31¼ ...	55	29·04 ...	— ...	— ...	— ...	3·72¾
55	29·04 ...	55	40·47	11·46 ...	L ...	11·43 ...	—
55	40·47 ...	55	47·72 ...	— ...	— ...	— ...	7 25
55	47·72 ...	55	52·55 ...	19·10 ...	R ...	4 83 ...	—
55	52·55 ...	55	72·30½ ...	— ...	—	— ...	19·75½
55	72·30½ ...	56	1·06 ...	19·10 ...	L ...	8·75½ ...	—
56	1·06 ...	56	20·38 ...	— ...	— ...	— ...	19·32
56	20·38 ...	56	26·69 ...	19·10 ...	R ...	6·31 ...	—
56	26·69 ...	56	47 60½ ...	— ...	— ...	— ...	20 91½
56	47·60½ ...	56	53·66 ...	19·10	L ...	6·05½ ...	—
56	53·66 ...	56	69 06¼ ...	— ...	— ...	— ...	15·40¼
56	69·06¼ ...	56	76·91¾ ...	19·10 ...	R ...	7·85½	—
56	76·91¾ ...	57	16·44½ ...	— ...	— ...	— ...	19·52¾
57	16·44½ ..	57	25·01 ...	28·65 ...	L ...	8·56½ ..	—
57	25·01 ...	57	79·04½ ...	— ...	— ...	— ...	54·03½
57	79·04½	58	7·17½ ...	57·30 ...	L ...	8·13 ...	—
58	7·17½ ...	58	73·27 ...	— ...	— ...	— ...	66·09½
58	73·27 ...	59	0 79 ...	28·65 ...	R ...	7·52 ...	—
59	0·79 ...	59	33·00 ...	— .	— ...	— ...	32·21
				Total ...		728 33¼	2,867·66¾
							728·33¼
							3,596·00
							M. 44 C 76 L. 00

No. 3.—Abstract of Straights and Curves.

	M.	C.		Per Cent.
Total length of Line	44	76·00		—
Total length of Straights	35	67·66¾	...	79·75
Total length of Curves	9	8·33¼	...	20·25

						Chains.
13	curves of	11·46	chains radius, in length	...	...	113·28½
14	do.	11·86	do. ...	...	...	122·68¼
10	do.	14·33	do. ...		...	77·34
3	do	14·95	do. ...	...	.	26·21
2	do.	16·37	do. ...	...	...	20·85½
29	do.	19·10	do.	...	...	220·16¾
1	do.	20·65	do.	...	...	4·93
1	do.	22 92	do. ...	...	...	7·19
1	do.	26·45	do ...	...	...	5·49
18	do.	28·65	do. . .	...	...	100·72¾
1	do.	38·20	do. ...	...	...	3·84
2	do.	57 30	do. ...	.	...	9·79½
1	do.	85·94	do. ...	...	...	15·82
				Total ...		728·33¼

No. 4.—List of Gradients.

From M.	From C.	Height above Datum. Feet.	To M.	To C.	Height above Datum. Feet.	Lengths. M.	Lengths. C.	Gradients.	Rising or Falling.	Per Chain. Feet.
14	37·00	133·00	14	52·00	127·00	0	15·00	1 in 165	Falling	0·40
14	52·00	127·00	15	33·00	127·00	0	61·00	Level		
15	33·00	127·00	16	13·00	121·00	0	60·00	1 in 660	Falling	0·10
16	13·00	121·00	17	73·00	121·00	1	60·00	Level		
17	73·00	121·00	18	41·00	127·00	0	48·00	1 in 528	Rising	0·125
18	41·00	127·00	19	40·00	127·00	0	79·00	Level		
19	40·00	127·00	20	10·00	121·00	0	50 00	1 in 550	Falling	0·12
20	10·00	121·00	21	00·00	121·00	0	70·00	Level		
21	00·00	121·00	21	30·00	123·00	0	30 00	1 in 990	Rising	0·0666
21	30·00	123·00	21	38·00	123·00	0	8·00	Level		
21	38·00	123·00	21	68 00	120·00	0	30·00	1 in 660	Falling	0·10
21	68·00	120·00	22	24·00	124·50	0	36·00	1 in 528	Rising	0·125
22	24·00	124·50	22	49·00	122·00	0	25·00	1 in 660	Falling	0·10
22	49·00	122·00	23	11·00	122·00	0	42·00	Level		
23	11·00	122·00	23	31·00	130·00	0	20·00	1 in 165	Rising	0·40
23	31·00	130·00	23	36·00	130·00	0	5·00	Level		
23	36·00	130·00	24	36·00	128·00	1	0·00	1 in 2,640	Falling	0·025
24	36·00	128·00	24	50·00	121 00	0	14·00	1 in 132	Falling	0·50
24	50·00	121·00	24	60·00	121·00	0	10·00	Level		
24	60·00	121 00	25	10·00	121 90	0	30·00	1 in 2,200	Rising	0·03
25	10·00	121·90	25	24·00	121·90	0	14·00	Level		
25	24·00	121·90	25	42·00	125·50	0	18·00	1 in 330	Rising	0·20
25	42·00	125·50	27	10·00	125·50	1	48·00	Level		
27	10·00	125·50	27	30·00	135·50	0	20·00	1 in 132	Rising	0·50
27	30·00	135·50	27	34 00	135·50	0	4·00	Level		
27	34·00	135·50	27	51·00	127 00	0	17·00	1 in 132	Falling	0·50
27	51·00	127·00	27	62·00	127·00	0	11·00	Level		
27	62·00	127·00	27	67·00	128·00	0	5·00	1 in 330	Rising	0·20
27	67·00	128·00	28	37·00	128·00	0	50·00	Level		
28	37·00	128·00	28	52·00	122·00	0	15·00	1 in 165	Falling	0·40
28	52·00	122·00	29	28·00	119·76	0	56·00	1 in 1,650	Falling	0·04

From		Height above Datum.	To		Height above Datum.	Length		Gradients.	Rising or Falling.	Per
M.	C.	feet.	M.	C.	Feet.	M.	C.			Feet.
29	28·00	119·76	29	44·96	124·00	0	16·96	1 in 264	Rising	0·25
29	44·96	124·00	29	53·00	124 00	0	8·04	Level		
29	53·00	124·00	29	63·00	122·00	0	10·00	1 in 330	Falling	0·20
29	63·00	122·00	30	10·00	122·00	0	27·00	Level		
30	10·00	122·00	30	62·00	148·00	0	52·00	1 in 132	Rising	*0·50
30	62·00	148·00	30	72·00	148·00	0	10·00	Level		
30	72·00	148·00	31	8·00	142·40	0	16·00	1 in 188·57	Falling	0·35
31	8·00	142·40	31	24·00	134·40	0	16·00	1 in 132	Falling	0·50
31	24·00	134·40	31	30·40	134·40	0	6·40	Level		
31	30·40	134·40	31	37·00	137·70	0	6·60	1 in 132	Rising	0·50
31	37·00	137·70	31	63·00	141·60	0	26·00	1 in 440	Rising	0 15
31	63·00	141·60	31	66·00	141·60	0	3·00	Level		
31	66·00	141·60	32	17·00	127·96	0	31·00	1 in 150	Falling	0·44
32	17·00	127·96	32	37·00	121·36	0	20·00	1 in 200	Falling	0·33
32	37·00	121·36	33	11·00	121·36	0	54·00	Level		
33	11·00	121·36	33	28·00	129·86	0	17·00	1 in 132	Rising	0·50
33	28·00	129·86	33	32·28	129 86	0	4·28	Level		
33	32·28	129·86	33	46·00	123 00	0	13·72	1 in 132	Falling	0·50
33	46·00	123·00	33	68·00	123 00	0	22·00	Level		
33	68·00	123·00	34	13·00	122 00	0	25·00	1 in 1,650	Falling	0·04
34	13·00	122·00	35	28·00	122 00	1	15·00	Level		
35	28·00	122·00	35	48·00	121·00	0	20·00	1 in 1,320	Falling	0·05
35	48·00	121·00	36	20·00	121·00	0	52·00	Level		
36	20·00	121·00	36	33·50	126·40	0	13·50	1 in 165	Rising	0·40
36	33·50	126·40	36	36·50	126·40	0	3·00	Level		
36	36·50	126·40	36	50·00	121·00	0	13·50	1 in 165	Falling	0·40
36	50 00	121·00	36	69·06	121·00	0	19·06	Level		
36	69·06	121·00	37	12·00	124·90	0	22·94	1 in 388,235	Rising	0·17
37	12·00	124·90	37	14·75	124·90	0	2·75	Level		
37	14·75	124·90	37	25·50	120·60	0	10·75	1 in 165	Falling	0·40
37	25·50	120·60	37	29·00	120·60	0	3·50	Level		
37	29·00	120·60	37	51·00	130·50	0	22·00	1 in 146·66	Rising	0·45
37	51·00	130·50	37	54·00	130·50	0	3·00	Level		
37	54·00	130·50	37	69·00	123·00	0	15·00	1 in 132	Falling	0·50
37	69·00	123·00	37	78 00	123·00	0	9·00	Level		
37	78·00	123·00	38	18·00	128·00	0	20·00	1 in 264	Rising	0·25
38	18·00	128·00	38	22·00	128·00	0	4·00	Level		
38	22·00	128·00	38	38·00	120·00	0	16·00	1 in 132	Falling	0 50
38	38·00	120·00	40	5·00	120·00	1	47·00	Level		
40	5·00	120·00	40	20·00	123·00	0	15·00	1 in 330	Rising	0·20
40	20·00	123·00	41	30 00	123·00	1	10·00	Level		
41	30·00	123·00	42	4·00	128·40	0	54·00	1 in 660	Rising	0·10
42	4·00	128·40	42	9·00	128·40	0	5·00	Level		
42	9·00	128·40	42	27·00	123·00	0	18·00	1 in 220	Falling	0·30
42	27·00	123·00	42	76·00	123·00	0	49·00	Level		
42	76·00	123·00	43	1·00	124·00	0	5·00	1 in 330	Rising	0·20
43	1·00	124·00	43	10·50	124·00	0	9·50	Level		
43	10·50	124·00	43	15 50	123·00	0	5·00	1 in 330	Falling	0·20
43	15·50	123·00	43	53 00	121·50	0	37·50	1 in 1,650	Falling	0·04
43	53·00	121·50	43	64·00	121·50	0	11·00	Level		
43	64·00	121·50	44	11·80	125·67	0	27 80	1 in 440	Rising	0·15
44	11·80	125·67	44	22·00	125·67	0	10 20	Level		
44	22·00	125·67	44	36·00	121 00	0	14·00	1 in 198	Falling	0·333
44	36 00	121·00	44	60·00	121 00	0	24·00	Level		
44	60·00	121·00	45	00·00	125·00	0	20·00	1 in 330	Rising	0·20
45	00·00	125·00	45	20·00	124·00	0	20 00	1 in 1,320	Falling	0·05
45	20·00	124·00	45	30·00	124·00	0	10·00	Level		
45	30·00	124 00	45	58 00	138·00	0	28·00	1 in 132	Rising	0·50
45	58·00	138·00	45	63·00	138 00	0	5·00	Level		
45	63·00	138·00	46	17·00	121·00	0	34·00	1 in 132	Falling	0·50
46	17·00	121·00	47	00·00	121·00	0	63·00	Level		
47	00·00	121·00	47	15·00	124·00	0	15·00	1 in 330	Rising	0·20
47	15·00	124·00	47	40·00	122 00	0	25·00	1 in 825	Falling	0·08
47	40·00	122·00	47	50·00	122 00	0	10 00	Level		
47	50·00	122 00	48	32·50	124·50	0	62·50	1 in 1,650	Rising	0·04
48	32·50	124·50	48	55·25	129·05	0	22·75	1 in 330	Rising	0·20
48	55·25	129 05	48	60·00	129 05	0	4·75	Level		
48	60·00	129 05	49	1·00	121 70	0	21·00	1 in 188·57	Falling	0·35
49	1·00	121·70	49	7·80	121·70	0	6·80	Level		
49	7·80	121·70	49	29·00	132·30	0	21 20	1 in 132	Rising	0·50
49	29·00	132 30	49	34·00	132 30	0	5·00	Level		
49	34 00	132·30	49	56·27	122·50	0	22·27	1 in 150	Falling	0·44
49	56·27	122·50	51	60·00	122 50	2	03 73	Level		
51	60·00	122·50	52	00·00	123 50	0	20·00	1 in 1,320	Rising	0·05
52	00·00	123 50	52	39·00	123 50	0	39·00	Level		
52	39·00	123 50	53	19·00	126·50	0	60·00	1 in 1,320	Rising	0·05
53	19·00	126·50	53	40·00	137·00	0	21·00	1 in 132	Rising	0·50
53	40·00	137 00	53	44·00	137 00	0	4·00	Level		
53	44·00	137·00	53	72 00	123·00	0	28·00	1 in 132	Falling	0·50
53	72·00	123·00	55	00 00	123 00	1	08·00	Level		
55	00·00	123·00	55	10·00	122·00	0	10·00	1 in 660	Falling	0·10
55	10·00	122·00	55	44·00	122 00	0	34 00	Level		
55	44·00	122·00	55	60·00	126·00	0	16 00	1 in 264	Rising	0·25
55	60 00	126·00	55	77 50	126·00	0	17·50	Level		
55	77·50	126·00	56	14 00	134·25	0	16.50	1 in 132	Rising	0·50
56	14·00	133·00	56	29·33	140·00	0	15·33	1 in 176	Rising	0·375
56	29·33	140·00	56	36·00	140·00	0	6·67	Level		
56	36·00	140·00	56	70·00	123·00	0	34·00	1 in 132	Falling	0·50
56	70·00	123·00	59	33·00	123·00	2	43 00	Level		

Total length of Line ... 44 miles and 76·00 chains.

No. 5.—Abstract of Gradients.

	M.	C.		M.	C.
Level ...	24	14·18	1 in 264 ...	0	52·96
1 in 2,640 ...	1	00·00	1 „ 220 ...	0	18·00
1 „ 2,200 ...	0	30·00	1 „ 200 ...	0	20·00
1 „ 1,650 ...	2	21·00	1 „ 198 ...	0	14·00
1 „ 1,320 ...	1	40·00	1 „ 188·57 ...	0	37·00
1 „ 990 ...	0	30·00	1 „ 176 ...	0	15·33
1 „ 825 ...	0	25·00	1 „ 165 ...	1	7·75
1 „ 660 ...	2	19·00	1 „ 150 ...	0	53·27
1 „ 550 ...	0	50·00	1 „ 146·66 ...	0	22·00
1 „ 528 ...	1	4·00	1 „ 132	4	50·02
1 „ 440 ..	0	53·80			
1 „ 388·235 ...	0	22·94		44	76·00
1 „ 330 ...	1	35·75			

No. 6.—List of Bridges.

Number.	Name of River.	Mileage. M.	C.	Waterway required. Feet.
1	Madampe-ganga ...	14	65·00	120
2	Outlet channel from swamp	17	11·50	12
3	Hikkaduwa-ganga ...	21	32·50	60
4	Outlet channel from swamp	22	4·30	20
5	Do. ...	22	41·25	20
6	Ratgama-ganga ...	25	18·45	100
7	Outlet channel from swamp	27	60·30	12
8	Do. ...	27	77·80	12
9	Gin-ganga ...	29	47·50	330
10	Alut-ela ...	29	72·30	30
11	Overline bridge for Bopé minor road	31	7·50	16
12	Mahamodera ela ...	31	21·00	100
13	Kandawatta-ela ...	33	5·60	20
14	Overline bridge for Cripp's road	33	24·15	16
15	Moragoda-ela ...	34	15·50	30
16	Waggalmodara ...	35	51·00	30
17	Swamp	35	74·30	12
18	Timbirimodera-ela ...	40	23·00	60
19	Pol-oya ...	43	5·00	240
20	Hatapelana-ela ...	44	42·00	12
21	Goiyapana-oya ...	46	48·00	120
22	Midigama-ela ...	47	28·70	30
23	Polwattamodara-ganga	52	31·50	300
24	Outlet into lake ...	55	1·50	20
25	Ellapane-ela ...	58	60·70	30

No. 7.—List of Culverts.

Number.	Mileage. M.	C.	Waterway required. Feet.	Number.	Mileage. M.	C.	Waterway required. Feet.
1	14	51·00	2	30	23	71·00	2
2	14	75·60	2	31	24	12·00	2
3	15	3·00	2	32	24	44·10	2
4	15	35·00	4	33	24	51·20	2
5	15	70·00	6	34	24	56·30	4
6	16	9·50	6	35	24	63·00	2
7	16	32·30	2	36	25	23·97	4
8	16	37·55	2	37	25	43·70	2
9	16	47·90	4	38	25	73·00	2
10	16	65·50	6	39	26	41·00	2
11	17	42·00	2	40	27	16·00	4
12	17	63·50	2	41	27	23·98	4
13	17	77·00	2	42	27	36·00	2
14	18	36·00	2	43	27	50·24	4
15	19	18·00	4	44	28	54·83	6
16	19	59·00	2	45	28	74·30	6
17	19	78·00	2	46	29	13·55	6
18	20	20·10	2	47	29	24·20	2
19	20	20·50	2	48	29	67·40	2
20	20	38·10	6	49	30	5·65	2
21	20	69·05	2	50	30	16·00	6
22	21	50·40	2	51	30	28·00	2
23	21	60·00	2	52	30	44·00	2
24	22	18·00	2	53	30	66·00	2
25	22	35·00	4	54	31	18·00	4
26	22	63·85	4	55	31	28·00	4
27	22	79·00	6	56	31	37·75	2
28	23	4·30	2	57	31	46·90	2
29	23	4·75	2	58	31	55·20	4

Number.	Mileage. M.	Mileage. C.	Waterway required. Feet.
59	31	78·80	6
60	32	13·00	6
61	32	24·20	6
62	32	35·00	6
63	32	41·85	6
64	32	59·00	2
65	32	65·00	4
66	33	17·00	2
67	33	35·00	4
68	33	39·00	4
69	33	55·35	2
70	33	61·75	2
71	34	39·00	2
72	34	55·00	2
73	34	63·10	6
74	35	1·00	6
75	35	33·00	6
76	36	27·00	4
77	36	39·00	4
78	36	48·00	4
79	36	61·30	2
80	36	70·00	2
81	36	79·00	2
82	37	9·00	2
83	37	21·00	2
84	37	33·60	2
85	37	51·00	2
86	37	71·20	4
87	38	5·50	2
88	38	45·00	4
89	39	48·00	2
90	39	64·80	2
91	40	1·00	2
92	40	36·50	2
93	40	53·70	2
94	41	4·00	6
95	41	61·00	2
96	42	23·60	4
97	42	31·00	2
98	42	46·00	2
99	42	56·00	2
100	42	71·00	2
101	43	26·00	4
102	43	62·00	4
103	44	58·00	4
104	44	72·00	2
105	45	00·00	2
106	45	00·30	2
107	45	24·10	6
108	45	46·00	4
109	45	66·00	4
110	46	7·00	6
111	46	17·00	2
112	46	26·00	2
113	47	2·00	2
114	47	9·00	6
115	47	62·00	6
116	47	77·90	2
117	48	8·00	4
118	48	14·50	6
119	48	35·50	2
120	48	42·00	2
121	48	52·00	2
122	48	65·00	2
123	48	76·00	2
124	49	11·00	6
125	49	29·00	2
126	49	46·20	4
127	49	59·00	4
128	49	76·00	2
129	50	9·10	2
130	50	32·20	2
131	50	33·00	2
132	50	61·00	2
133	51	00·00	2
134	51	42·00	2
135	51	49·00	2
136	52	50·30	6
137	52	59·00	6
138	52	65·00	2
139	52	72·00	2
140	52	77·80	6
141	53	8·80	6
142	53	21·20	2
143	53	28·00	2
144	53	45·00	2
145	53	57·00	2
146	53	63·00	2
147	53	78·00	6
148	54	10·00	2
149	54	20·20	6
150	54	30·00	6
151	54	36·00	2
152	54	43·00	6
153	54	49·00	2
154	54	55·20	2
155	54	69·00	6
156	55	11·00	4
157	55	31·60	6
158	55	40·80	2
159	55	47·00	2
160	55	56·00	2
161	56	2·30	6
162	56	29·30	2
163	56	34·90	2
164	56	51·00	2
165	56	56·00	2
166	56	68·30	6
167	56	79·35	2
168	57	18·45	2
169	57	44·45	2
170	57	47·50	4
171	57	72·80	2
172	57	78·65	2
173	58	19·00	2
174	58	39·65	4
175	58	55·00	6
176	58	71·70	2
177	59	15·00	2

No. 8.—Abstract of Culverts.

37	culverts of	6 ft.	waterway
33	"	4	"
107	"	2	"
177			

GALLE WHARF BRANCH LINE.

No. 1.—Quantities and Distribution of Earthwork.

Number of Cutting or Embankment.		Ending at		Contents of Embankment.	Contents of Cutting.	Total Volume of Cutting when deposited	Volume to Embankment.	Volume to Spoil.	Bank from Side Cutting.	Rock.	Earth.
		M.	C.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y	C.Y.	C.Y.	C.Y.
Cutting	1 ...	0	0½	—	19	19	19	—	—	—	19
Bank	1 ...	0	5½	200	—	—	—	—	166	—	—
Cutting	2 ...	0	6¾	—	15	15	15	—	—	—	15
Bank	2 ...	0	22½	898	—	—	—	—	898	—	—
Bridge.											
Bank	2*a* ...	0	25	287	—	—	—	—	—	—	—
Cutting	3 ...	0	38¼	—	1,118	1,118	660	458	—	—	1,118
Bank	3 ...	0	47½	373	—	—	—	—	—	—	—
Cutting	4 ...	0	49	—	19	19	19	—	—	—	19
Bank	4 ...	0	61	834	—	—	—	—	652	—	—
Cutting	5 ...	1	1½	—	1,349	1,349	222	1,127	—	—	1,349
Bank	5 ...	0	6½	59	—	—	—	—	—	—	—
Cutting	6 ...	0	21	—	610	610	105	505	—	—	610
Bank	6 ...	0	25	105	—	—	—	—	—	—	—
Total cubic yards ...		—		2,756	3,130	3,130	1,040	2,090	1,716	—	3,130
								1,040			
						Total Cuttings ...		3,130			

Bank from Cuttings ... 1,040
Do. Side Cuttings ... 1,716

Total of Banks ... 2,756 cubic yards.

No. 2.—List of Straights and Curves.

Distance from M.	C.	Distance to M.	C.	Radius of Curve. Chains.	Direction of Curve.	Length of Curve. Chains.	Length of Straights. Chains.
0	00·00	0	11·02	14·33	L	11·02	—
0	11·02	0	22·95	—	—	—	11·93
0	22·95	0	27·04½	11·46	L	4·09½	—
0	27·04½	0	29·34½	—	—	—	2·30
0	29·34½	0	36·23½	11·46	R	6·89	—
0	36·23½	0	45·79¾	—	—	—	9·56¼
0	45·79¾	0	50·25¾	14·33	L	4·46	—
0	50 25¾	0	56·77	—	—	—	6·51¼
0	56·77	0	63 62	85 94	L	6·85	—
0	63·62	0	73·57	—	—	—	9·95
0	73·57	1	0·59	11·46	L	7·02	—
1	0·59	1	4·71	—	—	—	4·12
1	4·71	1	7·81	11·46	L	3·10	—
1	7·81	1	12·41	—	—	—	4·60
1	12·41	1	24 26	11·46	L	11·85	—
1	24·26	1	25·00	—	—	—	·74
						55·28½	49·71½
							55·28½
				M. C. 1 25·00		Total length of line =	105·00 chains.

No. 3.—Abstract of Straights and Curves.

	M.	C.	Per Cent.
Total length of Line	1	25·00	—
Straights	0	49·71½	47·35
Curves	0	55·28½	52·65
			chains.
Five curves of 11·46 chains radius in length ...		—	32·95½
Two curves of 14·33 do. ...		—	15·48
One curve of 85·94 do. ...		—	6·85
Total length of curves ...			55·28½

GALLE WHARF BRANCH LINE—*continued.*

No. 4.—List of Gradients.

From		Height above Datum.	To		Height above Datum.	Lengths.		Gradients.
M.	C.	Feet.	M.	C.	Feet.	M.	C.	
0	0	122·01	1	25·00	122·01	1	25	Level.

No. 5.—List of Bridges.

Number.	Name of River.	Mileage.		Waterway required.
		M.	C.	Feet.
1	Moragoda-ela	0	22·70	20

No. 6.—List of Culverts.

Number.	Mileage.		Waterway required.
	M.	C.	Feet.
1	0	9·40	2
2	0	9·80	2
3	0	16·70	6

IX.—1891.

GRAIN TAX COMMUTATION.

RETURN OF LANDS SOLD FOR NON-PAYMENT OF GRAIN TAX.

(In continuation of Sessional Paper XLVIII. of 1889.)

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

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1891.

GRAIN TAX COMMUTATION.

RETURN OF LANDS SOLD FOR NON-PAYMENT OF GRAIN TAX.

		Purchased by Private Parties.						Purchased by Crown.		
District.	Year.	No. of Lands Sold.	Extent.	Date when the Ordinance was put into operation	The aggregate amount of Taxes for which the Sales took place.	The Highest Price per Acre realised at such Sales.	The Lowest Price realised at such Sales.	No. of Lands Sold.	Extent.	The aggregate amount of Taxes for which the Sales took place.
Western Province.			R. P. Q.		Rs. c.	Rs. c.	Rs. c.		R. P. Q.	Rs. c.
Colombo...	1889	* 6	22 0 0	1880	14 7	12 0	1 0	† 12	35 3 0	34 16
	1890	9	17 0 0		10 55	15 31	0* 56	3	4 1 0	0 60
		15	39 0 0		24 62	—	—	15	40 0 0	34 76
Kalutara...	1889	47	136 0 0	‡	92 70	68 0	0 52½	221	442 0 0	573 50
	1890	43	142 1 0		72 63	110 0	1 15	38	84 2 0	118 85
		90	278 1 0		165 33	—	—	259	526 2 0	692 35
Negombo...	1889	16	15 1 0⅔	§	18 75	88 0	2 66	2	2 1 0	4 10
	1890	8	14 0 0		24 85	40 0	8 0	—	—	—
		24	29 1 0⅔		43 60	—	—	2	2 1 0	4 10
Central Province.			A. P. K.						A. P. K.	
Kandy ...	1889	108	20 2 7⅓	1888 Jan. 1	153 20	76 66	2 0	44	8 0 3¾	41 50
	1890	25	5 1 2½		28 65	56 0	1 66	24	6 0 3	37 53
		133	25 3 9⅚		181 85	—	—	68	14 0 6¾	79 3
Mátalé ...	1889	—	—	1888 Jan. 1	—	—	—	3	0 3 6	3* 70
	1890	—	—		—	—	—	—	—	—
		—	—		—	—	—	3	0 3 6	3 70
Nuwara Eliya ...	1889	—	—	—	—	—	—	—	—	—
	1890	—	—	—	—	—	—	—	—	—
Northern Province.			A. R. P.							
Jaffna ...	1889	—	—	—	—	—	—	—	—	—
	1890	23	24 3 1⅘	—	230 32½	18 0	5 20	—	—	—
		23	24 3 1⅘		230 32½	—	—	—	—	—
Southern Province.			R. P. Q.						R. P. Q.	
Galle ...	1889	287	560 3 3	1883	414 73	81 33	0 36	122	199 0 2	159 90
	1890	111	205 0 1		171 6	85 33	1 30	93	217 3 7	219 79
		398	765 3 4		585 79	—	—	215	417 0 1	379 69
Matara ...	1889	249	513 2 6	1884 Jan. 1	481 98	120 0	0 60	48	45 0 6	33 77
	1890	158	350 1 4		350 81	73 34	0 60	23	25 2 4	23 51
		407	864 0 2		832 79	—	—	71	70 3 2	57 28
Hambantota ...	1889	4	10 2 0	1884 Jan. 1	9 27	8 0	2 40	8	27 1 0	19 15
	1890	3	4 3 0		2 38	24 0	8 0	5	9 1 0	5 90
		7	15 1 0		11 65	—	—	13	36 2 0	25 5
Eastern Province.			A. R. P.						A. R. P.	
Batticaloa	1889	* 51	1126 3 19	1886	2583 42	10 34	0 41	¶ 157	2663 1 29	4260 23
	1890	** 10	129 3 29		204 68			†† 462	7943 2 2	7417 15
		61	1256 3 8		2788 10	—	—	619	10606 3 31	11677 38

* One of these lands has been restored to the original owners.
† Three of these lands have been restored to the original owners.
‡ In 1881 Kalutara Totamuna; in 1882 Rayigam and Pasdun kóralés.
§ In 1880 Hapitigam kóralé; in 1881 Alutkuru kóralé.
‖ Sales of twenty lots cancelled on payment of arrears.
¶ Eighteen lots since redeemed by owners on payment of arrears.
** Sales of two lots cancelled on payment of arrears.
†† Twenty-seven lots since redeemed by owners on payment of arrears.

		Purchased by Private Parties.						Purchased by Crown.		
District.	Year.	No. of Lands Sold.	Extent.	Date when the Ordinance was put into operation	The aggregate amount of Taxes for which the Sales took place.	The Highest Price per Acre realised at such Sales.	The Lowest Price realised at such Sales.	No. of Lands Sold.	Extent.	The aggregate amount of Taxes for which the Sales took place.
			A. R. P.		Rs. c.	Rs. c.	Rs. c.		A. R. P.	Rs. c.
Trincomalee ...	1889	1	16 0 0	1886	8 0	* 0 81¼	* 0 81¼	—	—	—
	1890	—			—	—	—	—	—	—
		1	16 0 0		8 0	—	—	—	—	—
N.-Western Province. N.-Central Province.	Nil									
Province of Uva.			A. P. K.						A. P. K.	
Badulla ...	1889	123	57 0 3	1888	200 80	27 0	3 0	179	79 1 9	282 55
	1890	137	62 3 1½		208 39	38 0	1 60	40	14 3 7	48 88½
		260	119 3 4½		409 19	—	—	219	94 1 6	331 43½
Province of Sabaragamuwa.			B. P. Q.							
Ratnapura	1889	† 91	90 2 2	1881	53 75	65 0	1 10	—	—	—
	1890	‡ 21	28 3 0		19 38					
		112	119 1 2		73 13	—	—	—	—	—
Kégalla ...	1889	—	—	1881 Nov. 12	—	—	—	—	—	—
	1890	2	1 0 2		3 52	12 80	8 0	—	—	—
		2	1 0 2		3 52	—	—	—	—	—

* Only one land was sold, for Rs. 13.
† In nineteen of these cases only shares of land were sold.
‡ In five of these cases only shares of land were sold.

X.—1891.

ELAHERA IRRIGATION SCHEME.

RETURN to an Order of the LEGISLATIVE COUNCIL of Ceylon dated February 11, 1891, for—

A Return showing any Extension of Cultivation under the Elahera Works since the date of the last Return.

(The Hon. T. N. Christie.)

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 10 cents

1891.

ELAHERA IRRIGATION SCHEME.

RETURN showing the Extension of Cultivation under the Ḷlahera Works since the Date of the last Return.

Extent.	Remarks.
Nil.	NOTE.—An explanatory letter No. 457 of 28th February, 1891, from the Director of Public Works, is appended hereto. Also further connected papers.

Colonial Secretary's Office,
Colombo, March 17, 1891.

E. NOEL WALKER,
Colonial Secretary.

Explanatory Letter referred to.

The DIRECTOR OF PUBLIC WORKS to the Hon. the COLONIAL SECRETARY.

No. 457. Colombo, February 28, 1891.

SIR,—I HAVE read with great surprise and regret the report in the *Ceylon Observer* of the debate in the Legislative Council on the Ḷlahera Irrigation Scheme. It is headed "The Ḷlahera Irrigation Scheme: the History of its Failure."

It appears that Mr. Christie moved for "a return showing the extension of cultivation under the Ḷlahera works since the date of the last return." In doing so he said that his motion was purely formal, as he was aware that not only had there been no such extension, but also that none was possible.

Mr. Grinlinton, in formally seconding the motion, gave to the Council what purported to be a complete and accurate account of the history of the scheme, and practically admitted its total failure, referring to certain "details to show the Council that the Central Irrigation Board is in no way responsible for the work."

Mr. Christie, in reply, spoke as follows:—"I am very much obliged to my honourable friend for the explanation he has given regarding Ḷlahera, and for the confession of its failure; but his explanation is hardly apropos of the remark in the Central Irrigation Board's report. I never attributed any responsibility in connection with Ḷlahera to the Central Irrigation Board, but I did quote it as an irrigation failure. The Central Irrigation Board then said it was too soon for the Board or its critics to pronounce an opinion in regard to it. I asked my honourable friend for an explanation of that statement, because, when the vote was taken in this Council, Sir Arthur Gordon, in answer to a question from my predecessor, stated distinctly that the vote was for a scheme complete in itself. There is not a single acre more brought into cultivation, or Rs. 10 more of revenue brought to Government, and it was on that scheme that the Central Irrigation Board had said it was too soon for them or their critics to pronounce an opinion. The Ḷlahera scheme, I think, after to-day may be dismissed once and for ever. It has been up several times, but a candid confession of its failure from my honourable friend has now been made. I consider this as a typical case. It began by the small estimate, originally Rs. 24,000, and gradually the estimate rose until in this case it came to nearly Rs. 200,000. Then it was found that there was no water, and it was also found that all it had done was to make the procurisation of water to a small area a little less difficult than it was before. The water was brought by a little course to the Kongeti-oya, a river which it could not go through. It is one of a good many typical cases in which the surveys undertaken in regard to the work are falsified altogether."

It will be observed that the honourable member has taken it for granted that the Ḷlahera scheme may now be "dismissed once and for ever"; and he has also remarked that the failure is typical of the failure of a "good many irrigation works" undertaken by my Department. I do not propose here to enter into any discussion of the general irrigation policy of the Government, or to traverse Mr. Christie's assertion of the failure of a "good many" unspecified irrigation works; but as the statements made in Council about the Ḷlahera scheme are wholly misleading, I desire to place on record for His Excellency's information the real facts of the case. To avoid cumbering this letter with unnecessary detail, I append a *précis* of the correspondence on the subject of the scheme, showing the various steps that have been taken from its inception up to date. The Ḷlahera scheme originated in 1884 in a suggestion of the Assistant Government Agent, Mátalé (Mr. Moysey), for deviating the waters of the Kudá-gaṅga to the irrigation of the lands situated in the village of Ḷlahera. An estimate of Rs. 24,240 for this work was prepared by me and submitted to Government. Subsequently, on surveys being made, His Excellency Sir Arthur Gordon, after discussion with me, decided that it would be preferable, in lieu of adopting Mr. Moysey's proposal, to undertake a more

extensive restoration, which, besides attaining Mr. Moysey's object, would also provide for the irrigation of the lands under the old Ęlahera canal as far as Minnériya by means of the waters of the Amban-gaṇga direct from the Kudá-gaṇga. For this larger purpose an estimate of Rs. 177,803 was sanctioned on April 6, 1886, and a vote of Rs. 40,000 was taken, on account, in the Supply Bill. A subsequent vote rendered a sum of Rs. 54,736 in all available, and this amount was expended in damming the Amban-gaṇga and Kudá-gaṇga, in constructing a regulating sluice for the Ęlahera canal, in opening a certain section of channel, by a deviation from the old canal, which was found necessary in consequence of the decayed condition of the canal itself, and in constructing a road from Náula to Ęlahera, a distance of 14 miles.

In the meanwhile Mr. Moysey had left the District and been succeeded by Mr. Burrows, who unfortunately formed an unfavourable view of the undertaking. Owing partly to this cause, and partly to more immediately urgent necessity for the expenditure elsewhere of available funds, the scheme was not further proceeded with, and up to date it has terminated with the construction of the headworks and road which I have already described. It is now represented by Mr. Burrows that there are most formidable engineering difficulties in the way of its prosecution, and by Mr. Christie that "it has now been found that there is no water."

As regards the alleged engineering difficulties in the way of the continuation of the work, I have to state that I have myself been over the ground, and that the work presents no difficulties which cannot easily be surmounted. And as regards Mr. Christie's statement that there is no water, I can only say that when I read it I was perfectly astounded. It is within my personal knowledge, and it is a fact that can be verified by any one who will take the trouble of going to the spot, that there is an abundant and perennial. supply of water sufficient, if utilised, to fulfil all the requirements of the complete scheme for which the estimate of Rs. 177,803 was originally sanctioned. It is of course true, that in order to render this water available for the purposes of irrigation it is indispensable to continue the restoration of the canal, and that unless, and until this is done, the expenditure already incurred on the headworks will be absolutely wasted, except in regard to the benefit derived by the comparatively small number of people who cultivate the lands in the Ęlahera village.

In spite of the confident statements that have been made on this subject in the Legislative Council, I remain firmly of opinion that the scheme of works provided can be completed for the amount of the original estimate, and that when completed they will afford at the least the amount of water that it was originally estimated to supply for the irrigation of the land along the line of the canal. It rests with Government to decide whether the work shall be completed or not, but in the meanwhile, as it has been prominently stated in the Legislative Council that a work estimated by the Public Works Department to cost only Rs. 24,240 has subsequently proved to involve an expenditure of Rs. 177,803, that engineering difficulties have been discovered which render the completion of the work practically impossible, "that the scheme is and must remain a failure, and that there is no water," and as these erroneous statements have been reproduced with comments and additions in the local press,—I desire to give to each of them an unqualified denial, and to request that His Excellency the Governor may be pleased to accord a similar publicity to my denial, by directing the publication of this letter and its annexures as a Sessional Paper.

I am, &c.,

R. K. MACBRIDE,
Director of Public Works.

Précis of Correspondence.

Letter No. 668 of June 9, 1884, from the Government Agent, Central Province, to the Hon. the Colonial Secretary.

Forwards the following extract from the Diary of the Assistant Government Agent, Mátalé, to be referred to the Director of Public Works for report:—

The anicut work executed, it is said, by Prakrama Báhu I. consisted of an immense dam at A across the Amban-ganga which formed a large lake, whose outlet was by an artificial channel, almost as wide as the orginal river starting from B. This channel was continued through the present forest until it reached Minnériwęwa. Its bund is traceable for a great distance, and ruins of towns are plentiful along its course.

The present small irrigation work which irrigates the Ęlahera fields is an off-shoot of the original artificial channel, which, when the great dam at A gave way, was probably neglected and found its way again to the river. This modern ęla is dependent on two dams constructed annually when there are enough people interested at C and D. At C on the river, a dam called the Maha amuna is made to throw the water back to B, and the original irrigation channel is dammed at its breach at D from which the ęla is taken.

If the volume of the ęla were increased it would be possible to irrigate a good deal more land, probably 50 amunams = 100 acres.

The great difficulty the people have is the annual construction of the Kudá amuna, where there is no natural support for the timber. When there is sufficient rain for the irrigated fields of the adjoining villages to be cultivated, little assistance can be obtained from outsiders, and the people here are not enough to do the work, and in consequence a good deal of the land is not cultivated. The people of the other villages naturally prefer to take the water that nature gives them, and sow their own fields to coming here to work for a share of the crop, with the addition of the work at the two dams.

If these dams could be made permanent there would be, I think, no difficulty in getting people enough to cultivate all the land irrigable by the ęla with its increased volume.

This year, for instance, the people of Pubbiliya, Halambagahawatta, and Maragamua, for want of rain cannot cultivate their fields, which are solely dependent on rain. They have therefore joined the Ęlahera people in constructing the two dams, and the whole of the Ęlahera fields will be cultivated this year. This extent is however not enough for the people, and they have applied to be allowed Crown chenas on licenses that they may supplement their food with kurakkan and other chena products. It is with reluctance that I have to entertain this application, but I believe that licenses must be issued.

If, however, the two dams at Ęlahera were permanently constructed in masonry, and the volume of water in the ęla increased, there would be enough land available for all these villages, and the applications for Crown chenas would be steadily rejected.

I think that the present site of the Kudá amuna is not suitable for a masonry dam, but near the head of the ancient channel is a suitable place, where the channel is narrow, and passes between two large rocks at E, and a channel might be cut from F to fall into the present course.

If possible these two dams should be built at the same time, but if funds are not available for both the new dam at E should be constructed at the level of the present Kudá amuna (so as not to endanger the Maha amuna, on which it will depend) and in such a way that when money is available for the Maha amuna the new Kudá amuna can be raised so as to increase the volume of water in the ela.

In this way the 130 acres now periodically cultivated may be sown regularly, and afterwards the whole irrigable land, about 230 acres, may be brought under regular cultivation.

I recommend inspection and report on this idea by a professional engineer.

Referring to my note of yesterday, I have decided that the road ought to turn off to the left (coming from Kongahawela to Elahera) opposite the point where the old channel starts, and keep above the ela instead of crossing it until it reaches the village. The two crossings will thus be avoided, and damage to the banks of the ela and inconvenience to the houses from deep mud prevented.

The larger of the two spills on the present ela is in want of repair. One side wall has been much damaged by leakage at its bend—this can be done from irrigation fines. There is a bad place also in the bund, which I have ordered the vel muladéniya to get repaired as soon as this cultivation season is over. The people have no time to do it now. I hope it will not break in the coming flood and ruin everything.

Letter No. 1,393 *of June* 29, 1884, *from Provincial Engineer, Central Province, to the Director of Public Works.*

Reports that a day in August has been fixed for the inspection of the site of the works proposed by the Assistant Government Agent, when Mr. MacBride shall be accompanied by Mr. Moysey.

Letter No. 2,108 *of September* 29, 1884, *to the Director of Public Works.*

Forwards report on the proposed works. Suggests an engineering survey be made, and roughly, without survey, estimates the cost of the works at Rs. 24,240.

Mr. Churchill's (Director of Public Works) letter No. 1,616 *of October* 3, 1884, *to the Hon. the Colonial Secretary.*

Forwards Provincial Engineer Central Province's report and estimate amounting to Rs. 24,240, and thinks this is a very desirable work to be undertaken, and that it is the starting point of the great Elahera canal that extended from this place to Minnéri lake, and to Gantalava or Kandelle lake, a report upon which, in 1855, by Messrs. Adams, Bailey, and Churchill, is printed as an appendix to Sir Henry Ward's Minute on the Eastern Province, page 77.

Colonial Secretary's letter No. 1,581 *of October* 10, 1884, *to the Director of Public Works.*

Requests the Director of Public Works to convey to Mr. MacBride the thanks of the Governor for his interesting report, and at the same time to acquaint him that the Governor has decided that a survey shall be undertaken next year, and asks the amount that should be inserted in the Estimates for this purpose.

Director of Public Works' letter No. 1,697 *of October* 25, 1884, *to the Hon. the Colonial Secretary.*

Submits an estimate amounting to Rs. 1,500 for making a survey.

Director of Public Works' letter No. 759 *of May* 1, 1885, *to the Hon. Colonial Secretary.*

Submits for sanction an estimate amounting to Rs. 1,115 for a survey of the site of the old headworks and part of Elahera canal, headed against the vote of Rs. 1,500 granted by the Supply Ordinance, No. 28 of 1884, for survey of Minipe and Elahera channels. Estimate sanctioned on 5th May 1885.

Director of Public Works' letter No. 1,156 *of July* 8, 1885, *to the Hon. the Colonial Secretary.*

Submits estimate amounting to Rs. 300 for connecting the Elahera levels with those of the Survey Department. Estimate sanctioned on 14th July, 1885.

Director of Public Works' letter No. 1,571 *of September* 10, 1885, *to the Hon. the Colonial Secretary.*

Submits an estimate amounting to Rs. 100 for connecting the Minipe-ela levels with those of the Survey Department. Estimate sanctioned on 14th September, 1885.

Director of Public Works' letter No. 2,097 *of November* 21, 1885, *to the Hon. the Colonial Secretary.*

Submits estimate amounting to Rs. 1,200 for the survey of the Amban-ganga and its affluents. Estimate sanctioned on 27th November, 1885.

Director of Public Works' letter No. 489 *of February* 26, 1886, *to the Hon. the Colonial Secretary.*

Submits estimate amounting to Rs. 1,000 for the completion of the survey of the Amban-ganga.

Director of Public Works' letter No. 553 *of March* 3 (4), 1886, *to the Hon. the Colonial Secretary.*

Submits complete plans and an estimate amounting to Rs. 177,803 for the construction of an anicut across the Amban-ganga, an anicut across the Kudá-ganga, a regulating sluice for the Elahera canal, and for the restoration of two miles of the canal itself. States it may be found possible to advance the work during the year beyond the extent of the vote (Rs. 40,000), in which case early steps will be taken to apprise Government of the progress likely to be made and funds required for the purpose.

The Director of Public Works has given the design his most careful consideration, and worked out every detail with the object of reducing the estimated cost as low as practicable.

The anicuts will be put to a test of no ordinary character, and the Director of Public Works is glad an officer of Mr. L. Creasy's experience, willingness, and capacity will have charge of this important work.

The Director of Public Works was of opinion, in his report dated 27th September, 1884, as Provincial Engineer, Central Province, that a sum of Rs. 24,240 would provide for the execution of works sufficient to meet the present wants of the Ḷlahera people. So it would, but the sale of land would be limited to a comparatively slight increase on the present cultivation.

The Director of Public Works has not any doubt at to the success of the Ḷlahera irrigation scheme, provided its development is entrusted to conpetent hands.

Estimates the restoration of the Ḷlahera canal at Rs. 4,000 per mile, which for 28 miles would give Rs. 112,000, but states that this sum will not be required for some years to come.

Letter No. 613 *of March* 20, 1886, *to the Director of Public Works from the Hon. the Colonial Secretary.*

Acquaints that the Governor has sanctioned the estimate forwarded with letter 553, and conveys the satisfaction of His Excellency regarding the manner in which the scheme has been worked out by Mr. MacBride, the Director of Public Works. Further, that the Surveyor-General has been requested to cause a survey to be made of the irrigable lands, and he has been desired to communicate direct with the Director of Public Works.

Letter No. 873 *of April* 19, 1886, *to the Director of Public Works from the Hon. the Colonial Secretary.*

With reference to the Director of Public Works' letter No. 553 of 4th March, 1886, the Governor desires to know the reasons which have led to the change of views expressed by the Director of Public Works in his report dated 29th September, 1884.

Director of Public Works' letter No. 1,061 *of May* 2, 1886, *to the Hon. the Colonial Secretary.*

Reply to the above. Says at that time no survey had been made, and the Director of Public Works' estimate was based upon rough measurements, some of them made when he was up to his neck in water. If the scheme is not to be limited to the cultivation of lands in the vicinity of Ḷlahera village, the complete system of works which the Director of Public Works has designed are necessary; if, on the other hand, it is, his original rough estimate of works required will meet the wants of the people.

Letter No. 1,115 *of May* 20, 1886, *to the Director of Public Works, from the Hon. the Colonial Secretary.*

States that it is understood that the Director of Public Works' proposal is, first, to construct the apron of the Kudá-ganga dam, then to fill up the deep parts of the bed of the Amban-gaṇga to the same level, and to open the new channel from the Kudá-ganga to the Ḷlahera canal, constructing also, if funds and time suffice, part of the head sluice.

Director of Public Works' letter No. 1,308 *of May* 28, 1886, *to the Hon. the Colonial Secretary.*

Reports that the construction of the apron of the proposed anicut on the Kudá-gaṇga must be postponed until the paddy crop of the Ḷlahera fields has been reaped.

Director of Public Works' letter No. 96 *of January* 14, 1887, *to the Hon. the Colonial Secretary.*

Forwards estimate amounting to Rs. 15,221, headed against the vote of Rs. 17,803 granted by the Supply Ordinance, No. 24 of 1886, for irrigation dams across the Aban-gaṇga and Kudá-gaṇga, and requests early saction.

Letter No. 51 *of February* 28, 1887, *to the Government Agent, Kandy, from the Surveyor-General.*

Reports the extent of irrigable land between the Kongeti-oya and Karandagolle-çla to be 280 acres.

Letter No. 948 *of April* 19, 1887, *from the Director of Public Works to the Hon. the Colonial Secretary.*

Inquires as regards the intention of Government with regard to the Kongeti-oya crossing and further extension of the Ḷlahera works.

Letter No. 774 *of April* 20, 1887, *from the Hon. the Colonial Secretary to the Director of Public Works.*

In reply to 948, asks the Director of Public Works to make the inquiry from the Central Irrigation Board.

Letter No. $\frac{26}{7254}$*c of May* 20, 1887, *from the President, Provincial Irrigation Board, Central Province, to the Secretary, Central Irrigation Board, Colombo.*

Forwards copy of a letter from the Assistant Government Agent, Mátalé, describing the works already completed, and states that he is strongly of opinion that a complete engineering survey of the Ḷlahera canal should be taken in hand at once.

Letter of June 15, 1887, *from the Provincial Engineer, Central Province, to the President, Provincial Irrigation Board, Central Province.*

States that the work so far has been thoroughly successful, but that the crossing of the Kongeti-oya is a problem which will have to be met, and states that the survey in progress will throw more light on the case.

Director of Public Works' letter No. 956 *of June* 25, 1887, *to the Secretary, Central Irrigation Board.*

With reference to resolution No. 22 passed at a meeting of the Central Irrigation Board reports on the Ḷlahera scheme. Visited Ḷlahera and found headworks provided for under the the votes 1886 and 1887 almost completed, &c.

Letter No. $\frac{33}{1888}$c from the President, Provincial Irrigation Board, Central Province, to the Secretary, Central Irrigation Board.

Forwards copy of letter from Provincial Engineer, Central Province, to the President, Provincial Irrigation Board, Central Province, above referred to.

Letter No. 1,468 *of July* 1, 1887, *from Provincial Engineer, Central Province, to the Director of Public Works.*

Reports that the sanctioned works for the Ełahera have been successfully completed. The early completion is due to the zeal and good management of Mr. L. Creasy.

Letter No. 51 *of October* 7, 1887, *from the President, Provincial Irrigation Board, Central Province, to the Secretary, Central Irrigation Board.*

Forwards copy of a report from the Provincial Engineer, Central Province, forwarding sections of the Ełahera canal as far as the Karondagala-oya, and estimating the cost of the works required in raising the headworks and on the canal at Rs. 84,000, but recommending that as sections so far show that the bed of the ancient canal is silted to the extent of several feet, the sectional surveys should be continued to Minnéri.

Letter No. 243 *of May* 21, 1888, *from the Secretary, Central Irrigation Board, to the Hon. the Colonial Secretary.*

Informs that the Board views with favour the proposal contained in the petition of Appuhennedige Don Bastian de Silva, of Mátalé, but feels itself unable to deal with it until the petitioner shall have indicated approximately the site of the 1,000 acres of land for paddy cultivation for which he has applied under the Ełahera scheme.

Letter No. 236 *of May* 21, 1888, *from the Secretary, Central Irrigation Board, to the President, Provincial Irrigation Board, Central Province.*

Informs him that the Central Irrigation Board considers that the survey of the extension of the Ełahera canal should be proceeded with.

Letter No. 201 *of June* 2, 1888, *from the Assistant Government Agent, Mátalé, to the President, Provincial Irrigation Board, Central Province.*

Ventures to hope that it is the intention of the Irrigation Board to have the survey of the extended Ełahera scheme carried out at an early date.

Letter No. 372 *of July* 26, 1888, *from the Secretary, Central Irrigation Board, to the President, Provincial Irrigation Board, Central Province.*

Informs him that the Central Irrigation Board approves of the survey being carried out as far as Minnéri.

Letter No. 9 *of January* 14, 1890, *from the President, Provincial Irrigation Board, Central Province, to the Secretary, Central Irrigation Board.*

States that the Provincial Irrigation Board recommend that the survey of the Ełahera canal proposed in the following extract from a letter dated the 3rd January, 1890 (No. 2), from the Provincial Engineer, Kandy, be undertaken :—

I have the honour to recommend for the approval of the Provincial Irrigation Board, and through them of the Central Board, that the survey of the Ełahera channel on the Minnéri tank be undertaken early in 1890.

2. I have submitted an estimate amounting to Rs. 2,500 against the vote of Rs. 15,000 in the Supply Bill for irrigation surveys generally in the Central Province, and I know of no more useful work than the above to undertake. In Mr. C. de Silva I have a thoroughly competent surveyor, accustomed to work in this part of the country, and he has every confidence that he would complete this survey in two or three months. I estimate the cost not to exceed Rs. 1,000.

3. The Ełahera work only needs development to become one of the most useful and successful irrigation schemes in the Colony. An abundant and never-failing supply of water is now turned down the channel, but after running some two miles and irrigating about 30 acres of land at Ełahera village, it is allowed to escape back into the Amban-gaṇga. In 1887 I followed the channel some miles further down, and found that the difficulties in the Kongeti-oya and other stream crossings were by no means formidable. The amount of forest land that could be brought under the influence of the channel by each mile of an extension would be very great, and as regards the possible sale of land and attraction of settlers matters have been very much changed for the better since the opening of a fairly passable cart road from Naulla right through the Ełahera village, a distance of fourteen miles.

4. It is scarcely necessary for me to remind the Board that in the whole Central Province north of Mátalé, the Amban-gaṇga and Kalu-gaṇga are the only perennial rivers, not counting the Mahawełi-gaṇga, which forms the eastern boundary. In a year such as the present it is only on the borders of these rivers that any wet cultivation is possible ; this is a very strong argument in favour of the development of such works as Ełahera, Hattota, and Bowatenna.

Concurrence, as follows, by Members of the Central Irrigation Board :—

I wholly agree with the Provincial Engineer, Central Province, that "the Ełahera scheme only needs development to become one of the most useful and successful irrigation schemes in the Colony." The estimate for the survey of the canal should, I think, be sanctioned.— R. K. M'B. 20-1-90.

I quite concur.—J. J. G. 21-1-90.

Ditto.—P. R. 20-1-90.

Seen.—F. C. H. C. 29-1-90.

Sanction survey.—A. H. G.

Survey subsequently sanctioned unanimously by the Central Irrigation Board and notified to the President, Provincial Irrigation Board, Central Province, by the Secretary, Central Irrigation Board. (*Vide* letter No. 127 of the 15th March, 1890.)

Certified :

R. K. MACBRIDE.
Director of Public Works.

February 28, 1891.

FURTHER PAPERS.

The Hon. J. J. Grinlinton to the Hon. the Colonial Secretary.

Colombo, May 18, 1891.

SIR,—I HAVE the honour to represent that I have heard that a Sessional Paper on the "Ḷlahera Irrigation Scheme" is to be issued in an incomplete form, giving only a partial view of the case, and not its position as disclosed by the whole of the official papers on the subject. I have therefore respectfully to solicit His Excellency's attention to the following facts, and to request that the documents which I shall herein mention be added, with a copy of this letter, to the Sessional Paper, so that the Government and the public may have the subject before them in such a form as to be intelligible and complete.

2. There is also another reason why the paper should be complete. As a Sessional Paper it forms an important official record of a public work. The quotations from official documents in the speeches of Members of Council will be forgotten, but the Sessional Paper is a permanent record, easy of access at all times.

3. It will be within the recollection of His Excellency that when replying in Council on December 10, 1890, to the criticism of the Hon. T. N. Christie on the Irrigation Policy in general, I was twice challenged by that gentleman to answer his remarks on the "Ḷlahera" scheme, and that it was with some reluctance I promised to do so on a future occasion. I was aware at the time that the scheme was considered to have failed in accomplishing what had been aimed at by the projectors, but I was also aware that certain surveys had been ordered in March, 1890, the result of which I had not seen, having been absent from the Colony for some months, and I considered it would not be prudent to reply to the condemnatory remarks made by Mr. Christie until I was thoroughly satisfied of the position.

4. After the debate (as I was under a promise to reply at some future period) I obtained the correspondence giving the result of the survey ordered by the Central Board in the public interests, and at the request of the Provincial Engineer, Central Province, strongly supported by the Provincial Board and the Director of Public Works (Mr. MacBride), who had the honour of being the projector of the works. The concluding part of the précis of correspondence shows distinctly that there was no unfavourable bias on the part of the Central Board, but that they desired to see a thorough investigation made, and hoped for favourable results; therefore it cannot be said that the further surveys and investigations sanctioned by them were with any other object than to see justice done in the public interests.

5. It will be observed by the précis of correspondence annexed to Mr. MacBride's letter No. 457 of February 28 last, that it stops short with the sanction given by the Central Board to the estimate for the survey, which sanction was communicated to the Provincial Board by letter on March 15, 1890; but nothing is said of the result of the survey, and the conclusions arrived at by the Provincial Board, although I gave quotations from the correspondence in my speech in Council in reply to Mr. Christie on February 11 last. This speech Mr. MacBride read (*vide* his letter of February 28), and also apparently Mr. Burrows' unfavourable report, which ought to form part of the correspondence.

6. In my remarks in Council I confined myself strictly to a recapitulation of the official correspondence to which I had access, which official correspondence conveyed the verdict of the Provincial Board on the case. I refrained from adding any remarks of my own.

7. It is now my duty to request that His Excellency may be pleased to permit my speech in Council on the Ḷlahera project on February 11 last, and Mr. Christie's reply (as published by the Ceylon Hansard), to be attached to the Sessional Paper in question, with the following correspondence, which can be obtained from the Government Agent, Central Province, viz.:—The report of the Assistant Government Agent of Mátalé (Mr. Burrows) dated May 17, 1890; letter from the Government Agent, No. 190 of June 3, 1890, to the Provincial Engineer, forwarding the Assistant Government Agent's letter of May 17 for report; the Provincial Engineer's reply of June 18, 1890, with any other official reports or minutes made by that officer or by his Assistants on the Ḷlahera scheme while the survey of the channel was in progress or afterwards; and the minute of the Provincial Board, Kandy, of July 17, 1890 (with the names of the members present), resolving that it was undesirable to continue the survey of the channel further than the seven miles to which it had advanced.

I am, &c.,

J. J. GRINLINTON,
Member, Central Irrigation Board, and M.L.C.

The Assistant Government Agent, Mátalé, to the Hon. the Government Agent, Kandy.

No. 346. Mátalé Kachcheri, May 17, 1890.

SIR,—I HAVE the honour to inform you that the District Engineer has to-day shown me the plans of the Ḷlahera survey so far as it has gone. From these I gather that seven miles of the channel have now been surveyed, and the Surveyor estimates the total length of it to be about 26 miles. It is also clear that under the seven miles already surveyed there is a vast amount of irrigable land available, if the scheme is ever taken up.

2. What I want to submit is, that the further survey of the channel (which has been ordered) would for the present be waste of time, seeing that the Surveyor employed on this work is the only Public Works Department Surveyor we have, and that there are a quantity of minor works

which are being delayed for want of a survey. Among these I would name Nawan Eliya-ela, Wilattawa dam and ela, Rajjammana-ela, Linipitiya-ela, Nadeniya second channel, &c.

3. It appears to me that, having completed seven miles of the Elahera survey and discovered the existence of much irrigable land, it is absurd to go further until the Public Works Department have formed some idea of the cost of surmounting the serious difficulties that occur within this space of seven miles,—I refer to the crossings of the Kongeti-oya and the Karandigolla-oya,—while the surveyor informs me to-day that there is a third stream beyond the Karandigolla-oya which presents more serious difficulties still. My own notion, after personal inspection, is that in ancient times both the Kongeti-oya and the Karandigolla-oya were dealt with by enormous dams thrown right across them. If this method is to be adopted now, the cost will, I think, prove to be prohibitive under existing circumstances; if any other method is proposed, I should be glad to know what it is, as the level of the channel appears to prohibit the use of troughs. It must further be remembered that the channel passes through an absolutely uninhabited land, that it is with great difficulty that people are got to cultivate the asweddumised land at Elahera, owing to the prevalence of fever and to the bad name that the locality has got; and that not a single acre has yet been applied for under the channel, except in the case of one man, whose object turned out to be purely timber. I would therefore ask leave to urge most strongly that the survey be stopped at its present point; that the Public Works Department be asked to state how they propose to deal with the three river-crossings (to say nothing of other large breaches) before the survey proceeds further; and that the Surveyor be set free to attend to the many urgent minor works that await survey.

I am, &c.,

S. M. BURROWS,
Acting Assistant Government Agent.

The Hon. the Government Agent, Kandy, to the Provincial Engineer, Central Province.

No. 190. Kandy Kachcheri, June 3, 1890.

SIR,—WITH reference to the statement in the 2nd paragraph of your letter No. 2 of January 3 last, that the survey of Elahera channel would be completed in two or three months, I have the honour to forward the accompanying copy of a letter, dated the 17th ultimo, from my Assistant at Mátalé, and to request that I may be favoured at your earliest convenience with a report as to the work already done and the time occupied in its completion.

I am, &c.,

R. W. D. MOIR,
Government Agent.

The Provincial Engineer, Central Province, to the Hon. the Government Agent, Kandy.

No. 507. Kandy, June 18, 1890.

SIR,—REFERRING to your letter No. 190 of the 3rd instant, I have the honour to state that the Surveyor reports that he will have completed five miles by the second week in June, and that it will take six months to complete the line of channel.

Great difficulties are experienced from want of water, which has to be carried several miles to the working party.

I may mention, gathering from what I have seen of the first two miles of the survey, that the restoration of the channel will be a most costly undertaking.

I am, &c.,

F. VINE,
Provincial Engineer.

The Public Works Department Surveyor to the District Engineer, Mátalé.

No. 58. Hirattiya camp, June 6, 1890.

Elahera Channel.

SIR,—WITH reference to the Provincial Engineer's letter regarding the above survey, I beg to inform you that I will complete up to next Tuesday five miles of survey, including survey of line, longitudinal section, cross sections at every 200 chains, and enlarged surveys and sections of breaches. Then there will be altogether nine miles of the channel surveyed.

Within these nine miles there are seven breaches, of which Hirattiya is comparatively heavier than Kongeti-oya, but the largest breach in the channel is at Radamige-oya, which is about ten miles further away from here.

Considering Radamige-oya as the largest breach, the next following in size is Hirattiya, then comes Kottapitiya-oya, and Kongeti-oya is the fourth in size, and the rest, about ten in number, are more or less smaller in size to Kongeti-oya.

The difficulty I have at present to get on with this work is owing to scarcity of water, dry and arid nature of the country, and danger from wild animals. I am led to believe that it will take another six months to complete this work.

According to the name given to this channel by one Somasundara, a Brahmin who came from India, the greatest engineer of the time, employed by Masem, I find out that it is about 37 miles in length. He calls it "Theyodan," which means three yodum, or twelve Sinhalese hogus, each of which is equal to little more than a British mile.

I am, &c.,

CHAS. DE SILVA,
Surveyor.

Copy of Minute made by the Provincial Irrigation Board, Central Province, at a Meeting held at the Kandy Kachcheri on July 17, 1890.

Present:—The Hon. R. W. D. Moir, Government Agent, Central Province, President; F. Vine, Esq., Provincial Engineer, Central Province.

Read Provincial Engineer's report No. 507 of June 18, 1890, on the subject of the progress made in the survey of the Ḷlahera channel.

Resolved,—That as the Surveyor has advanced nine miles from the headwork, it is undesirable to continue the detailed survey further, which would involve great delay and expense, until, at any rate, progress has been made with the restoration of the ela itself.

Extracts from the Debate in the Legislative Council.—Dec. 10, 1890.

The Hon. T. N. CHRISTIE :—The motion that stands in my name is purely formal. Well, we know there has been no extension, and cannot be any extension about Elahera, but my hon. friend on my right, who generally speaks for the Government in these matters, expressed his wish to afford this Council the explanation that he promised at the time of the irrigation debates, and so I introduced this motion in order that he may have the opportunity of giving that explanation. I move for "a return showing any extension of cultivation under the Ḷlahera works since the date of the last return."

The Hon. J. J. GRINLINTON :—I beg, Sir, formally to second the motion that my hon. friend has made, so that the opportunity may be afforded of giving the explanation which he sought and which I was unable to give on a former occasion. On that occasion I was aware that certain surveys on the Ḷlahera had been proposed by the Provincial Board and sanctioned by the Central Irrigation Board; and I, in consequence of my absence from the Island for several months, had not heard the result of those surveys. The report of the Central Irrigation Board is dated the 27th May, 1890. At that particular time, from the correspondence that I have had access to, I have been able to find that the surveys were actually in progress, and these surveys having been sanctioned in January, 1890, I was certain they could not have been expected before the date of the report of the Central Irrigation Board. The correspondence, as I say, proves this to have been the case. The surveys were not concluded at that time, and it would not have been prudent on the part of the Central Irrigation Board to have admitted that the Ḷlahera works were a decided failure, as alleged by my hon. friend, until such time as the investigation which they had under consideration had been completed. The surveys were asked for in the year 1888, but in consequence of the absence of funds from the survey vote it was almost impossible for the work to be done then. Thus it was postponed until the year 1890, no money in the meantime having been spent on the works. In January, 1890, the subject was again brought forward, the estimate for the survey was approved, and in recommending it the Director of Public Works made the following remarks :—

I wholly agree with the Provincial Engineer, Central Province. The Ḷlahera scheme only needs development to become one of the most useful and successful irrigation schemes in the Colony. The estimate for the survey of the canal should, I think, be sanctioned.

Now, with such an opinion as this before me, I did not think that it was at all right, nor yet courteous to the Director of Public Works, that I should, in my place here, answer the hon. gentleman and say that the work was a failure until such time as it had proved to be one. I can, however, now answer his question, because I have seen the reports, some of which I shall take the liberty of reading to-day, which prove beyond a doubt that the scheme financially is a failure. That the work that has been executed has done good to the paddy fields at Ḷlahera, there is no doubt; but that good has been brought about at a very large expenditure—in fact, an expenditure far in excess of anything that ought to be incurred for such a small acreage. That I freely admit. The details which I shall now take the liberty of referring to will show this Council that the Central Irrigation Board is in no way responsible for the work, that work having been undertaken some years before the Central Irrigation Board existed. The work itself was brought forward in a very modest scheme by Mr. Moysey, when he was Assistant Government Agent at Mátalé. In March, 1884, he stated the case very clearly, and to look at his remarks one would say that a comparatively small amount of money would be necessary for the works. To enable these lands, which he was desirous of seeing benefited, to be irrigated properly, the matter he requested should be inquired into professionally. Mr. MacBride, who was then the Provincial Engineer of the Central Province, reported on the scheme in September, 1884, and I shall take the liberty of reading extracts from his report. I do this to show that the then Governor—not that I am here in defence of the Governor—but I wish to show that the Governor in approving of the scheme had before him information from responsible officers of such a character that he could not ignore. Mr. MacBride says :—

I have made my inspection of this proposal during and after many months of abnormal drought; and to have the opportunity as I have of seeing a volume of water, capable of vast resources, flowing through a country thirsting for it, has indeed impressed me with the importance of the scheme so clearly described and ably projected by the Assistant Government Agent of Mátalé. Mr. Moysey's sketch of the rivers, the ela, and the fields I here reproduce. They represent what exists, and they suggest what is wanted. Nothing of importance has been omitted, as far as I am in a position to express an opinion without survey, and I doubt if any survey will alter the projected scheme materially. The works proposed are all of a simple character, unattended (if executed rapidly during the favourable season) with much risk of injury from river flushes; and they can be so constructed, at a slightly increased cost, so as to form at a future time a valuable and not unimportant part of any larger scheme that may be projected. Whatever large scheme may hereafter be proposed, these works must form a part of it; they therefore commend themselves as a relief to a long-suffering people, as well as a part of a work of greater magnitude which will no doubt be undertaken some day. There are now 130 acres which have been periodically cultivated, and 100 acres of forest lying close to these fields will, I have not any doubt, be asweddumised when the people feel that their expenditure and labour are no longer likely to go unrewarded. But this is not in my opinion all, or nearly all, the available land. The limit of cultivation will be determined for some time by the number of cultivators and eventually by the quantity of water. I am of opinion that at all times there will be sufficient water for the irrigation of over 5,000 and not much under 10,000 acres of land, and that irrigable land itself is available along the line of the Elahera canal, and, in time, that people will come.

I pass over unimportant portions of the report, and I come now to the estimate for this work which was projected by Mr. MacBride himself at the modest sum of Rs. 24,240. This was in 1884. In 1886 the same gentleman, who had become Director of Public Works, stated in a report to the Colonial Secretary—

I have the honour to submit complete plans and an estimate amounting to Rs. 177,803, for the construction of an anicut across the Amban-ganga, an anicut across Kuda-ganga, a regulating sluice for the Elahera canal, and for the restoration of two miles of the canal itself. ° ° ° The vote of this year amounts to Rs. 40,000, and a note is made in the estimate as to the works upon which this sum should be expended. In my report dated 27th September, 1884, I was of opinion that a sum of Rs. 24,240 would provide for the execution of works sufficient to meet the present wants of the Elahera people. So it would, but the sale of land would be limited to a comparatively slight increase on the present cultivation. With a complete system of headworks, the sale of land will be regulated by the demands for it; there will be water enough for many thousand acres. I have not any doubt as to the success of the Elahera irrigation scheme, provided its development is entrusted to competent hands. ° ° ° The first two miles of canal will convey water to a large extent of land, and branch channels from it would be constructed for direct irrigation.

The next correspondence that comes before us is the approval of Government of the estimate of Rs. 177,803. The Government conveyed its approval in the following flattering manner in a letter dated 20th March, 1886:—

The Governor has sanctioned the estimate therewith forwarded, and I am to convey to you the satisfaction of His Excellency regarding the manner in which the scheme has been worked out by you. ° ° ° The Surveyor-General has been requested to cause a survey to be made of the irrigable lands referred to.

There does not appear, in the correspondence to which I have had access, any reference made to the Government Agent in the preparation of this estimate, but no doubt a reference would have been made, though there is nothing on official record in the papers I have seen. The correspondence went, apparently, to the Director of Public Works.

Now, Sir, the Surveyor-General, having made his survey, sounded the first adverse note. In his report dated 26th April, 1886, he states that—

According to recent surveys the land irrigable under the first two miles of the Ęlahera canal ° ° only amounts to some 100 acres. Of these, 80 acres are paddy fields which are occasionally cultivated when the local population is augmented temporarily for the express purpose.

The rest of the Surveyor-General's report is not of such an important nature as to need repetition here. Up to the 31st December, 1887, the sum of Rs. 54,736·09 had been spent on the works out of the estimate of Rs. 177,803 sanctioned in 1886, and no further expenditure on works has since been incurred. Consequently no expenditure on these works has been incurred under the auspices of the Central Irrigation Board at all. I have had access to correspondence that has not been before the Central Irrigation Board,—official correspondence,—and I take the liberty of reading the report of the Assistant Government Agent, dated 17th May, 1890, on the subject of the survey, which had advanced so far that he wrote as follows:—

It appears to me that, having completed seven miles of the Elahera survey, and discovered the existence of much irrigable land, it is absurd to go further until the Public Works Department have formed some idea of the cost of surmounting the serious difficulties that occur within this space of seven miles—I refer to the crossings of the Kongeti-oya and the Karandigolla-oya—while the Surveyor informs me to-day that there is a third stream beyond the Karandigolla-oya which presents more serious difficulties still. My own notion, after personal inspection, is that in ancient times both the Kongeti-oya and the Karandigolla-oya were dealt with by enormous dams thrown right across them. If this method is to be adopted now, the cost will, I think, prove to be prohibitive under existing circumstances. If any other method is proposed, I should be glad to know what it is, as the level of the channel appears to prohibit the use of troughs. It must further be remembered that the channel passes through an absolutely uninhabited land, that it is with great difficulty that people are got to cultivate the asweddumised land at Elahera, owing to the prevalence of fever and to the bad name that the locality has got; and that not a single acre has yet been applied for under the channel, except in the case of one man, whose object turned out to be purely timber. I would therefore ask leave to urge most strongly that the survey be stopped at its present point; that the Public Works Department be asked to state how they propose to deal with the three river-crossings (to say nothing of other large breaches) before the survey proceeds further; and that the Surveyor be set free to attend to the many urgent minor works that await a survey.

That is the report of Mr. Burrows; and the Provincial Engineer, in forwarding his report, states:—

I have the honour to state that the Surveyor reports that he will have completed five miles by the second week in June, and that it will take six months to complete the line of channel. Great difficulties are experienced from want of water, which has to be carried several miles to the working party. I may mention, gathering from what I have seen of the first two miles of the survey, that the restoration of the channel will be a most costly undertaking.

On the 17th July, 1890, the Provincial Board, Kandy, passed a resolution to the effect that it was undesirable to continue the survey of the channel further than the seven miles to which it had advanced. I make this statement, Sir, clearly, and without any reserve, because I think that when a question arises regarding irrigation works, if a cloak be put over matters it has a very bad tendency, and therefore I prefer admitting the error—the financial error unquestionably—that has been made, instead of trying to cloak it; but I was not in a position, as I said before when my hon. friend brought up the subject at the recent meeting, to answer his question, and to say definitely whether it was a failure or a success, because the surveys on which the answer would depend had not then been made. I think my hon. friend is very much interested in the Bodi-çla. Now the Bodi-çla work I do not think would ever turn out what is termed a financial success—I do not think that anybody ever supposed that it would; yet I think my hon. friend is favourable to that work. Therefore, we must be just to failures that have occurred elsewhere; but had works years ago been subjected to that scrutiny they now are, I feel certain that such a large expenditure as Rs. 177,000 would not have been sanctioned until the surveys had been made, which were only made after the vote was sanctioned by Government. With these remarks I trust it will be seen that the report of the Central Irrigation Board for 1890 was not so far out as my hon. friend supposes.

The Hon. T. N. CHRISTIE:—I am very much obliged to my hon. friend for the explanation he has given regarding Ęlahera and for the confession of its failure; but his explanation is hardly *à propos* of the remark in the Central Irrigation Board's report. I never attributed any responsibility in connection with Ęlahera to the Central Irrigation Board, but I did quote it as an irrigation

failure. The Central Irrigation Board then said it was too soon for the Board or its critics to pronounce an opinion in regard to it. I asked my hon. friend for an explanation of that statement, because when the vote was taken in this Council Sir Arthur Gordon, in answer to a question from my predecessor, stated distinctly that the vote was for a scheme complete in itself. There is not a single acre more brought into cultivation or Rs. 10 more of revenue brought to Government, and it was on that scheme that the Central Irrigation Board had said it was too soon for them or their critics to pronounce an opinion. The Elahera scheme, I think, after to-day may be dismissed once and for ever. It has been up several times, but a candid confession of its failure from my hon. friend has now been made. I consider this as a typical case. It began by the small estimate, originally Rs. 24,000, and gradually the estimate rose until in this case it came to nearly Rs. 200,000. Then it was found that the land was not available, and all it had done was to make the procuring of water to a small area a little less difficult than it was before. The water was brought by a course to the Kongeti-oya, a river which it could not go through. It is one of a good many typical cases in which the expectations in regard to the work are falsified altogether.

The Hon. J. J. GRINLINTON :—I should like to say one word that I omitted to say, and that was, although the scheme was financially a decided failure, yet the works were successful as far as they went. There was nothing in the structural work as far as that is concerned that any one could take exception to.

XI.—1891.

GRAIN TAX COMMUTATION.

REPORT

ON

THE REVISION OF THE COMMUTATION OF THE MÁTARA DISTRICT.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the Government Record Office, Colombo, Price 5 cents.

1891.

GRAIN TAX COMMUTATION.

The CHIEF GRAIN COMMISSIONER to the Hon. the COLONIAL SECRETARY.

No. 25. Galle, April 2, 1891.

SIR,—I HAVE the honour to forward the result of the revision of the commutation of the Mátara District :—

	Annual.						Crop.						Total.					
	Extent.			Tax.			Extent.			Tax.			Extent.			Tax.		
Commutation from 1884 *to* 1890	B.	P.	Q.	Rs.	c.		B.	P.	Q.	Rs.	c.		B.	P	Q.	Rs.	c.	
Four Gravets	1,391	2	3	1,132	36		2,461	0	5	2,243	72		3,852	3	0	3,376	8	
Morawak kóralé ...	9,459	0	7	9,199	74		495	0	0½	444	83		9,954	0	7½	9,644	57	
Weligam kóralé ...	22,213	1	1	19,954	23		4,004	2	7	4,054	98		26,218	0	0	24,009	21	
Gangaboda pattu ...	27,650	0	7	29,608	15		1,654	2	2	1,441	39		29,304	3	1	31,049	54	
Wellaboda pattu ...	5,640	2	4	5,384	20		2,455	1	4	2,613	89		8,096	0	0	7,998	9	
Kandaboda pattu ...	10,278	2	2	12,009	99		2,101	2	0	1,925	29		12,380	0	2	13,935	28	
Total ...	76,633	2	0	77,288	67		13,172	1	2½	12,724	10		89,805	3	2½	90,012	77	
Commutation from 1891 *to* 1897.																		
Four Gravets (1,345 fields) 1/10 ...	892	0	4	755	92		3,674	0	5	2,983	68		4,578	1	1	3,766	60	
Four Gravets (1,345 fields) 1/5 ...	6	0	0	16	20		6	0	0	10	80							
Morawak kóralé (4,824 fields) 1/10 ...	6,952	3	6	5,742	5		1,585	0	0½	1,201	56		10,261	3	2½	9,818	62	
Morawak kóralé (4,824 fields) 1/5 ...	1,476	3	3	2,494	92		247	0	1	380	9							
Weligam kóralé (7,690 fields) 1/10 ...	18,346	3	3	15,745	65		6,724	2	3	5,882	64		26,368	3	4	24,016	5	
Weligam kóralé (7,690 fields) 1/5 ...	1,121	0	6	2,047	55		171	1	0	321	21							
Weligam kóralé (7,690 fields) 1/4 ...	5	0	0	19	0		—			—								
Gangaboda pattu (7,884 fields) 1/10 ...	24,553	0	1	24,807	91		3,749	0	0	3,131	20		29,915	3	7	31,128	84	
Gangaboda pattu (7,884 fields) 1/5 ...	1,476	0	2	2,994	15		81	3	4	126	38							
Gangaboda pattu (7,884 fields) 1/20 ...	56	0	0	69	20		—			—								
Wellaboda pattu (2,806 fields) 1/10 ...	5,371	3	7	5,141	61		2,747	2	6	2,613	23		8,233	3	0	7,975	62	
Wellaboda pattu (2,806 fields) 1/5 ...	79	1	0	156	22		34	3	3	64	56							
Kandaboda pattu (4,207 fields) 1/10 ...	6,378	1	6	6,948	16		4,975	0	2	4,982	4		12,145	1	6	13,612	24	
Kandaboda pattu (4,207 fields) 1/5 ...	710	2	0	1,531	81		81	1	6	150	23							
Total ...	67,426	0	6	68,470	35		24,077	3	6½	21,847	62		91,501	0	4½	90,317	97	

2. There is an increase of land brought into cultivation, amounting to 1,699 bushels' sowing extent. The total tax increase is Rs. 305·20.

3. The people appeared to me generally satisfied with the tax, and complaints of over-taxation were not numerous; when brought forward, I caused a reassessment to be made, and adjusted the tax. In some villages of the Weligam kóralé I found the crop commutation too high; the same in some of the outlying parts of the Kandaboda pattu, but in the remainder of the District it is admittedly very fair.

4. I took Re. 1 as the value of a bushel of paddy throughout the District; this is rather below than above its average value during the year.

5. There is no other District of the Island so well irrigated as the Mátara District. It only remains to utilise the Nilwala-ganga to its utmost capacity, thus irrigating the lands to the east and west of it in the Gangaboda pattu and the Weligam kóralé; it seems a pity to have such a large volume of water running waste through lands so much in need of it. I believe the question of constructing an anicut across this river has been considered on several occasions, but the cost has hitherto proved prohibitory. There are no irrigation works in the Morawak kóralé, but the water supply is sufficient. The fields of this kóralé are watered by perennial mountain streams. The soil is not as fertile as in the Gangaboda and Kandaboda pattus, nor is cultivation carried on in the same careful manner. The Weligam kóralé on the sea border has very unfertile soil: most of the villagers in this direction have taken crop commutation. Mr. Dawson's notes on the Mátara gravets, the Kandaboda, Gangaboda, and Wellaboda pattus, in Sessional Paper XXVI. of 1883, deal fully with these divisions, and there is but little to add in regard to them.

6. Cattle murrain has prevailed to such an extent that *nine-tenths* of the cattle have died; this has proved a dreadful loss to people who depend so much on milk for their food.

7. Irrigation rules have been carefully framed for the whole District, but the chief headmen do not enforce them as strictly as they might. There is particular laxity shown in regard to the dates on which cultivation should commence, and many crops are lost in consequence. The native cultivator is a very dilatory individual, and the soothsayer exercises very great influence and regulates the time for sowing, &c.

8. Salt water still continues to damage many fields in the Wellaboda pattu: more and larger iron gates for keeping out the sea are urgently needed.

9. The District has suffered greatly from the drought which has been universal over the whole Island during the past two years, and nearly all the tanks ran dry before the last yala harvest could be sown. This is an instance of the great need there is for utilising the rivers more than is done.

I have, &c.,

G. W. TEMPLER,

Acting Chief Grain Commissioner.

XII.—1891.

REPORT

ON

THE PEARL FISHERY

HELD AT MARICHCHUKKADDI DURING 1891.

BY

W. C. TWYNAM, Esq., C.M.G.

Superintendent

Ordered by His Excellency the Governor to be Printed.

Colombo:

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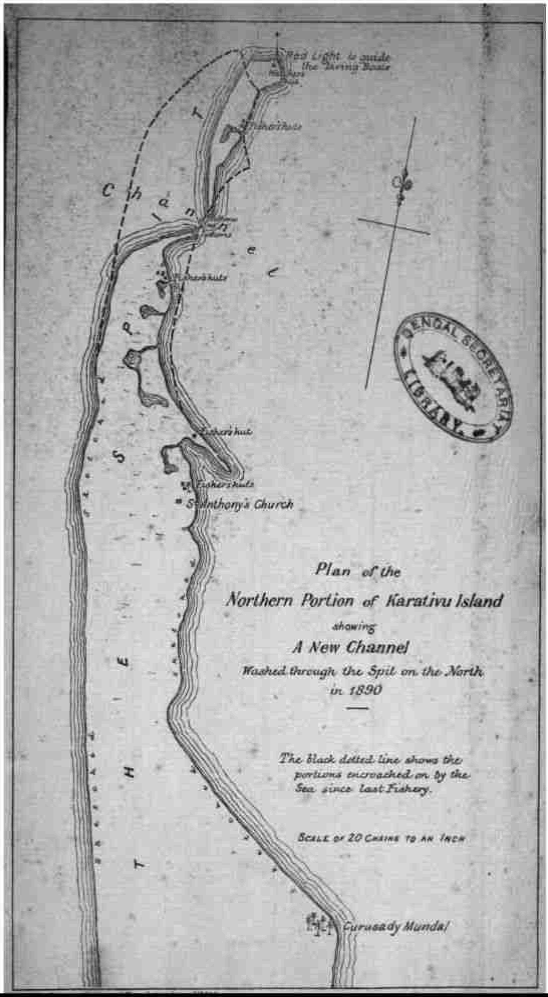
Red Light to guide the Turning Boats
Fisherhuts
Channel
Fisherhuts
Fisherhut
Fisherhuts
St Anthony's Church
Plan of the
Northern Portion of Karativu Island
showing
A New Channel
Washed through the Spit on the North
in 1890
The black dotted line shows the portions encroached on by the Sea since last Fishery.
Scale of 20 Chains to an Inch
Curusady Mundal
BENGAL SECRETARIAT LIBRARY

REPORT ON THE PEARL FISHERY OF 1891.

The SUPERINTENDENT of the Pearl Fishery to the Hon. the COLONIAL SECRETARY.

Marichchukkaddi, May 16, 1891.

SIR,—I HAVE the honour to annex the following returns connected with the recent fishery at Púkkulam or Marichchukkaddi—"The Fishery of 1891"—viz. :—

1. Copy of diary.*
2. Dr. Attygalle's original report of the fishery.
3. Chart showing the banks fished from Marichchukkadi or Pookkulam.
4. Map of fishery camp.
5. Statement showing the number of merchants, traders, divers, &c., assembled at the pearl fishery camp.*
6. Statement of oysters fished and rates at which sold.*
7. Customs returns of imports and exports.*
8. Statement of oysters exported.*
9. Return of diving boats and divers.*
10. Statement of arrack and salt sold during the fishery.*
11. Statement of valuation of sample pearls.*
12. Average rate at which pearls were purchased by traders at different stages of the fishery.*
13. List of merchants and dealers.*
14. List of boats and divers engaged in fishing.*
15. Return of pearls despatched by post.*
16. Return of telegraph stamps sold and messages sent, &c.*
17. Instructions issued to the Superintendent of Sanitation.*
18. Instructions issued to the police.*
19. Instructions to the kottu officers.*

Bank Fished: Muttuvarattu Paar.—The bank fished was the Muttuvarattu Paar, which was partly fished in 1889 from Dutch Bay and in 1890 from Pookkulam or Marichchukkaddi.

The oysters remaining on it at the inspection of November, 1890, were estimated to afford fishing for 100 boats for twenty-four days, bringing in loads of 5,000 each boat with full complement of divers, viz., 10 to each boat, making a total of 12,000,000 oysters, of which the Government share would have been 8,000,000 which, if sold at the mean value of the samples of November and February, would have realised Rs. 292,740.

Valuation of Samples.—The valuations of the samples lifted from the bank were as follows, viz. :—Sample of November, 1890, Rs. 36·18½ per 1,000; sample of February, 1891, Rs. 37 per 1,000; mean, Rs. 36·59¼ per 1,000.

Commencement of Fishing.—Fishing was commenced on March 9 and was continued on this bank almost without intermission for forty days, till April 24, with the following result, viz.:—

Government share of oysters fished ..		29,407,465
Divers' share		14,703,733
Total number of oysters fished ...		44,111,198
Proceeds sale of Government share ...	Rs.	956,977·79
Average price at which oysters sold per thousand ..	Rs.	32·54½
Mean value of samples ...	Rs.	36·59¼
Difference	Rs.	4·05 1/16

Karativu Paar.—Captain Donnan reported in November that most of the oysters remaining on the Karativu Paar in April, 1890, had died out, and that bank was therefore not included in the advertisement of the fishery. Rumours were however spread amongst the merchants and divers that there were a fair number of oysters remaining on it, and that they were more valuable than those of the Muttuvarattu Paar. Repeated requests were therefore made that the Karativu Paar might be fished before the fishery was closed. When fishing on the Muttuvarattu Paar was stopped by a set in of south-westerly wind on April 14, an attempt was accordingly made to fish the Karativu Paar. Owing, however, to strong south-west wind and heavy sea, the boats could not get out to the bank. Again on April 22, as some difficulty was experienced in going out to the Muttuvarattu Paar, and the weather was favourable for fishing the Karativu Paar, the boats were sent out on the night of April 21 to the Karativu Paar. The result of the fishing on April 22 was however unsatis-

* Not printed.

factory and disappointing. The boats, with everything in their favour as regards weather, brought in only 200,243 oysters. Captain Donnan reported that fishing had been three times interrupted by alarms of "shark," raised by some persons unknown: the consequence was that some of the boats brought in very small loads, and others nothing at all. The divers would not go out to the bank again, and fishing was resumed on the Muttuvarattu Paar on April 24, on which day the south-west wind seemed to have fairly set in and the fishery was closed.

The Karativu Paar lies in deeper water than the Muttuvarattu Paar, and the real cause of the divers declining to fish longer on it was, that they were too much fatigued, after forty days' fishing, to admit of their diving in deep water and on (as they said) such uneven ground as that of the Karativu Paar.

The few oysters brought up are reported to have been rich in pearl:—

The Government share of the oysters brought in from the Karativu Paar was...	133,495
The divers' share	66,748
Total ...	200,243

The Government share was sold for Rs. 4,872·57, at the rate of Rs. 36·50 per 1,000.

The valuation of the sample lifted from this bank in November was Rs. 25·67⅓ per 1,000.

The sample pearls, confiscated pearls, and the sweepings of the Government kottu ground were sold on April 25, realising Rs. 1,838·50:—

	Valued at Rs. c.	Sold for Rs. c.
The sample of November, 1890, from the Muttuvarattu Paar ...	550 0 ...	530 0
The sample of February, 1891, from the Muttuvarattu Paar ...	444 0 ...	455 0
The sample of November, 1890, from the Karativu Paar ...	267 0 ...	230 0
The sample of March, 1891, from the Karativu Paar ...	— ...	32 0

Result of the Fishery.—The result of the fishery was as follows, viz.:—

Banks Fished.	No. of Days Fishing.	Oysters Fished. Government Share.	Oysters Fished. Divers' Share.	Oysters Fished. Total.	Rates at which the Oysters were Sold per 1,000.	Price per 1,000 of Samples of November, 1890.	Price per 1,000 of Samples of February, 1891.	Total Proceeds of Oysters: Government Share.
								Rs. c.
Muttuvarattu Paar	40	29,407,465	14,703,733	44,111,198	Rs. 25, 26, 26½, 26¾, 27, 27½, 28, 28½, 29, 29½, 30, 30½, 31, 31½, 32, 32½, 33, 33½, 34, 34½, 35, 35¼, 35½, 36, 36½, 37, 37½, 38, 38½ 39, 39½, 40, 40½, 41, 41½, 43½, 45, 46, 47, and 50.	Rs. 36·18½	Rs. 37·0	956,977 79
						Mean of the two: Rs. 36·59¼		
					Average rate per 1,000 at which the oysters were sold, Rs. 32·54⅓			
Karativu Paar	1	133,495	66,748	200,243	Rs. 36½	Rs. 25·67⅓	—	4,872 57
	41	29,540,960	14,770,481	44,311,441				961,850 36

Proceeds sale of sample pearls of Muttuvarattu Paar of November, 1890 ...	530 0
Do. do. February, 1891 ...	455 0
Do. Karativu Paar of November, 1890 ...	230 0
Do. do. March, 1891 ...	32 0
Proceeds sale of confiscated oysters	60 0
Do. pearls	555 0
Proceeds sale of knives and handkerchief	3 56
Do. Government kottu sweepings	33 0
Total ...	963,748 86
Expenses, say ...	103,748 86
Net proceeds ...	860,000 0

Commencement of Preparation for Fishery.—Owing to the doubts entertained after the inspection of November as to whether oysters sufficient to afford a fishery would remain on the bank till March, the commencement of preparations for a fishery was postponed till the result of an inspection to be made in February was known.

On February 13 it was reported that though the oysters were dying out, sufficient remained to afford a small fishery, and orders were given to the Adigar of Musali to push on the arrangements without delay in accordance with instructions previously given to him, and to have the buildings and Government kottu ready for occupation by March 1. All the establishments were told off and ordered to be in readiness to commence work on March 1.

Smallpox in Colombo, &c.—As smallpox prevailed in Colombo and in some parts of Southern India the Colonial Surgeon was ordered to proceed to Marichchukkaddi with his staff immediately it was decided to have a fishery in February, and tidewaiters were, as in 1890, stationed at Arippu, Sillavaturai, and Condachchy on March 1, to prevent vessels communicating with the shore until inspected by a medical officer.

Cause of delay in commencing Fishing.—Fishing was advertised to commence on the first favourable day after February 25, and merchants and divers were invited to be in Marichchukkaddi by that time. Very few divers and merchants had however arrived by the close of February.

By March 8 only 35 boats, mostly from Tuticorin, with about 400 divers, had arrived. The Keelakare divers did not come in till March 12, having been afraid, they said, to leave Keelakare owing to the lawless conduct of about 1,000 Arabs who threatened to burn their houses and loot the village if they did not allow them to come over in their boats.

In order to lose no time (as there were merchants sufficient to admit of fishing being commenced) 35 boats were sent out on the night of the 8th to the Muttuvarattu Paar to commence fishing on the morning of March 9.

The result of the first day's fishing was satisfactory, the boats having brought in Government share 201,135 oysters, which sold for Rs. 9,317·21, at Rs. 45, Rs. 46, Rs. 47, and Rs. 50 per 1,000.

Keelakare Divers, arrival of.—On March 12 the Keelakare divers came in, and from March 14 till April 14 from 150 to 210 boats worked with over 2,000 divers, some of the Tuticorin boats having had as many as 30 divers on board. After April 14 some of the divers went away, and the number of boats gradually decreased to about 120. Merchants and petty traders continued coming in for some days after fishing commenced till about March 20.

Concourse of People at Fishery.—The concourse of merchants, dealers in pearls, petty traders, divers, boutique-keepers, &c., was very much larger than I have seen at any previous fishery. About March 20 there must have been over 25,000 people in the camp.

There were, as at the last fishery, Jains and Arabs from Bombay, Mohammedans from Nagore, Kailpatam, Keelakare, and Tondy, Komatti Chetties from Negapatam and Kumbekonem, and Chetties and petty traders from Ramnad, Madura, Jaffna, Paumben, &c., also boutique-keepers from Batticaloa, Mannár, Jaffna, Trincomalee, Colombo, &c.

Divers, estimated number of.—Of divers there must have been at least 2,000, nearly double the number engaged at the fishery of 1881, when it was supposed that the diving class was gradually going out.

With divers, manducks, boatmen and their followers, and the wives and families of the Tuticorin divers who as usual came over, there must have been over 8,000 persons in the divers' quarters.

On April 3 I caused a return to be made of all the divers, manducks, and boatmen who passed through the kottu, with the result as follows :—

A. Statement showing the Number and Nationality of Divers, Manducks, and Boatmen employed during the Fishery of 1891 as taken on April 3, 1891.

Number of Set—		1.	2.	3.	4.	5.	6.	7.	8.	9.	Total.
Tuticorin	Tamils	367	134	8	—	60	15	1	—	—	585
	Moors	—	—	43	12	—	—	—	—	10	65
Keelakare	Tamils	—	51	91	44	70	89	131	75	28	579
	Moors	—	210	296	172	272	450	318	273	106	2,097
Irakkalampiddi	Tamils	—	—	—	—	—	—	—	—	—	—
	Moors	1	17	4	—	24	—	9	11	148	214
Kailpatam	Tamils	—	—	1	—	—	—	—	—	—	1
	Moors	96	—	2	—	—	—	—	—	—	98
Malayalam	Tamils	122	27	—	14	—	—	—	1	—	164
	Moors	—	—	—	—	—	—	—	—	—	—
Gopalapatam	Tamils	25	—	—	—	—	—	—	—	—	25
	Moors	—	—		—	—	—	—	—	—	—
Jaffna	Tamils	5	—	—		14	2	19	16	58	114
	Moors	—	—	—	—	—	—	—	—	—	—
Bombay	Arabs	8	24	—	—	—	20	20	3	32	107
	Moors		—	—	—	—	—	—	—		—
Mannar	Tamils	—	3	2		—	—	—	2	—	7
	Moors	—	—	6	—			—	—	—	6
Tondy	Tamils	—	30	11	27	—	—	28	47	—	143
	Moors	—	6	14	30	69	—	2		—	121
Paumben	Tamils	—	—	—	19	—	25	2	47	12	105
	Moors	—	—	—	214	—		2	6	2	224
Colombo	Tamils	—	—	—	—	—	—	—	—	—	—
	Moors	—	13	—	—	—	1	—		—	14
Muttupatty	Tamils	—	25	5	7	9	—		—	35	81
	Moors	—	—	—	5	—	—	—	2	30	37
Putupatam	Tamils	—	—	33	—	—	—	—	—	—	33
	Moors	—	—	25	—	—	—	—	—	—	25
Trincomalee	Tamils	—	—		—	—	—	—	4	—	4
	Moors	—	—	—	—	—	—	—	15	6	21
	Total	624	540	541	544	518	602	532	502	467	4,870

Total number of Moors	...	2,922
Do. Tamils	...	1,841
Do. Arabs	...	107
		4,870*

Estimated number of People in Camp.—I also caused a rough census to be taken of the people congregated in the camp by Mr. Navaratnasinghe, Superintendent of Sanitation. He has furnished me with an interesting statement (annexure marked E†), which gives the total number of people assembled at 24,700.

* Of these, at least 2,000 must have been divers. I believe that 2,500 will be nearer the number. On this occasion there was a large number of boys and young men being trained to be divers.

† Not printed.

After April 1 the people began to gradually disperse, from 4,000 to 5,000, chiefly petty traders and boutique-keepers, having gone away by the 21st. Of these, 2,000 went away in the steamers of the B. I. Company, "Prince Alfred," the Government immigrant vessels and dhonies, and about 2,000 by land, some of them going to Vangalai and then across by the immigrant vessels to Paumben. Immediately the fishery was finally closed on April 25 almost all the divers cleared out within twenty-four hours.

The principal merchants and traders had all gone by May 1, all the establishments were withdrawn by the 15th, and the place deserted, except by some people of Musali, who had purchased the sweepings of the private kottu grounds and were employed in sifting for pearls, and a few Indian, Moorish, and Tamil traders.

Owing to fine weather and the facilities afforded by steamers, dhonies, boats, and Government immigrant vessels, the people experienced no difficulty in getting away.

Divers, behaviour of.—The divers worked hard and well, and in general behaved well. The small number of Arab divers who managed to cross over in some of the boats were allowed to fish on the promise that they would behave well and obey orders given to them in the kottu and elsewhere. They were composed of woolly-haired Arabs from Bussorah, Bombay, Barein, and Zanzibar, and straight-haired, light-coloured Arabs from Aden, Jeddah, and Barein. One was a blacksmith from Aden: he produced his certificate. Some of the Zanzibar men had worked as firemen and coal trimmers in the P. & O. Company's and other steamers. They all kept their promise, worked well, and gave no trouble whatever. Ninety-two went away when their "Ramadan" fast commenced: the others worked on till the last. The divers of Erukkalampiddi, in Mannár, were not permitted to go out to the bank at first owing to their misconduct at previous fisheries. They begged hard, however, for permission to work and promised to give no trouble, and were then allowed to fish. They kept their word and worked well till the fishery closed even through the "shark scare" on the Karativu bank, when their boats brought in some of the best loads. The divers were very much exhausted towards the close of the fishery, and many of them, and especially the Tuticorin divers, wanted to go away after the short stoppage of work on April 14. Some of the divers told me in the kottu, when bringing in their loads a day or two before work stopped, that their bodies ached from head to foot.

Fishery remunerative to Divers.—The fishery has been a very remunerative one to the divers. Taking the amount recovered by the divers by the sale of their oysters at half the amount realised by Government—viz., Rs. 480,000—and the population of the divers' quarters at 8,000, each man, woman, and child must have earned Rs. 60 for six weeks' work. But this (Rs. 480,000) does not represent the whole of the divers' earnings. On this occasion many of them followed the example set by the Arabs at the last fishery, and instead of selling their oysters opened them and sold the pearls to the pearl-dealers, thus realising a much larger sum than they would have done by the sale of their oysters. Many of the divers have no doubt made over Rs. 500, and some, as I have been informed, nearly Rs. 1,000. Fishing was not in any way interfered with by the divers' shares being washed on their own account, as the wives and families of the Tuticorin divers and the followers of the others washed the oysters while the divers went out to the bank.

A Malayalam diver, who had lost a leg by the bite of a shark when chank fishing near Cochin, and three blind divers, one of Periyapatam near Keelakare and two of Tuticorin, worked on the bank this year.

Oysters fished and State of Bank at close of Fishery.—The number of oysters fished from the Muttuvarattu Paar was 14,111,198, having been 32,111,198 over the estimate. The total number of oysters fished on both banks was 14,311,441, of which the divers' share amounted to 14,770,481. The oysters were very much mixed, some being like those on the east, north, and south Cheval and the Modragam Paars, and the others like the small thick oyster found on the Peria Paar, called the "kottappaku," all rich in pearl. Amongst them were however some flat immature oysters with little in them. For the most part, however, the oysters were full-grown mature oysters rich in pearl. There can be no doubt from the state of a large proportion of the oysters brought into the kottu that they were dying out. On some days the oysters brought in had an offensive smell, and on examination of the heaps in the kottu I found many dead and putrid, the flesh falling out when the shells were opened. Some of the divers informed me that the oysters were dying out fast, and if not brought in quickly they would all die out, and that they were bringing up numbers of empty shells and oysters that had recently died. Of the actual state of the bank at the close of the fishery I cannot form a decided opinion. The loads gradually decreased towards the close of the fishery. Some of the divers informed me that the bank was nearly cleared out and what oysters remained were scattered about in small heaps over the bank, and they experienced great difficulty in finding them, and were obliged to wander over the bank; others told me that there were still some left on the north, west, and south. The small loads towards the close of the fishery were probably owing in a great measure to the exhausted condition of the divers and their inability to work properly towards the close. There can be no doubt, however, that the bank is nearly fished out.

The total amount of money realised by Government from the Muttuvarattu bank, including the fisheries of last year and 1889, is Rs. 1,765,000. This bank, not known to have been fished before 1889, has yielded a revenue almost equal to that derived from the Cheval Paar in 1857, 1858, and 1859, and again in 1880 and 1881, viz., Rs. 1,900,000, and the yield of the fishery of this year has exceeded that of 1888, which was one of the largest on record, viz., Rs. 802,062·62, by Rs. 156,551·67.

Yield and Quality of Pearls.—As regards the yield of pearl, I can only repeat, after careful inquiry, what I stated in regard to the yield of pearl during the fishery last year. The yield has been very good as regards weight and quality up to a certain size, viz., the 50 basket. There were comparatively few large pearls found, and very few of the large-sized pearls were of good shape. The quantity of the smaller sizes made up for the deficiency in the larger, and the merchants and traders have all expressed themselves very well satisfied with the result of their speculations and have gone away quite contented.

The petty traders in oysters always found a ready sale for their pearls in the bazaar. It was the petty traders, especially those from Ramnad, who bought small quantities from 1,000 to 5,000 oysters a day, who raised the prices and forced the larger merchants to keep them up and prevented combination: two attempts at combination to keep the price down to Rs. 25 the thousand having failed.

Price of Pearls.—In the early days of the fishery the price of pearls was high. As the fishery progressed it rose till about the middle of the fishery, after which the price gradually declined owing to the large number of pearls brought into the market.

Over 170 lb. weight of pearls were sent by post to India.

Weather.—Unlike the dry weather experienced during the last three fisheries, the weather this year has been more like that experienced in 1877. The fishery this year has been marked by the occurrence of violent thunder storms for several days, which swept over the camp and no doubt proved beneficial to the health of the place by clearing the atmosphere and replenishing the tanks, more especially the bathing tanks. On March 16 and April 7 and 20 in particular there were terrific storms of lightning, thunder, and rain in the afternoon which continued for over three hours.

Weather for Work on Bank.—For work on the bank the weather has been remarkably fine, admitting of the boats working for forty-one days.

As in last year, the boats with light draught of water went out through the Ippantivu channel, the heavy Tuticorin and other boats going round by the north of Karativu.

The weather having been fortunately on the whole favourable for the boats, the Active was enabled to do all the towing required fairly well, her boiler having been repaired. On April 17, 18, 19, and 20, owing to an early set in of land squalls in the afternoon, the boats experienced some difficulty in getting in.

Light and Light-Boats.—In order to guide the boats at night when going to the bank, light-boats were placed off the point south of Palukaiturai and in the channel at Ippantivu, and a light was exhibited at Karativu Point.

Boats.—The following remarks made by me in my report last year regarding the boats used by the divers are applicable to the circumstances of this year, except that the Arab divers worked in boats with other divers instead of in boats by themselves as they did last year :—

In my report on the fishery of 1887 I remarked on the change that has gradually taken place in the style of boats employed by the divers—boats of European model and large Tuticorin cotton cargo boats having been used in place of native boats. This has given rise to a very great change in the number of divers carried in the boats. The native boats used formerly to carry five stones, and two divers to each stone, ten divers in all, which was the full complement of divers for a diving boat.

During this and recent fisheries, however, the Tuticorin boats have worked with a much larger number of divers.

The Arabs worked with ten, fifteen, and twenty in a boat.

This year there was one Tuticorin boat with eighteen stones and forty divers in it.

It is not possible, therefore, now to estimate by boatloads as before, as one boat may now fish with five divers, another with fifteen, another with forty.

Whenever the term "full complement of divers" is used, as for instance in the advertisement of this fishery, it must be understood to mean ten divers to each boat.

Arrangements for the Camp.—After the experience of last year a re-arrangement of the camp was made this year, in order to prevent the overcrowding of divers on the beach, as unavoidably occurred last year owing to the failure of rain. It was intended last year to have camped the divers on the south of the river. Owing to the failure of rain, however, and to the tanks having been dry on the south, it was found necessary at the last moment to camp the divers on the north of the river between the Government kottu and the river. This year the camp was entirely on the north of the river, and the divers were located on the north of the town in streets running north and south, a broad road, 200 ft. wide, separating them from the space allotted to the merchants, petty traders, and boutique-keepers.

It was found necessary to open three new streets running north and south to accommodate the large number of traders who came. The Chetties, the Moorish pearl traders, cloth merchants, &c., had separate streets laid out for them. North of the divers' quarters a strip of ground, 300 ft. wide, was opened to admit of ventilation. This arrangement prevented the overcrowding of the divers and their followers, who had ample space to build their huts on in regular streets laid out for them, and admitted of a large saving of expense on account of supplying water, as the divers were brought close to the drinking water tank, and could supply themselves. (See plan of camp.)

Food Supply.—There was at all times a very abundant supply of all articles of native diet—milk, rice, fruit, fish, vegetables, curry stuffs, &c.

Beef was supplied two and three times in a week and mutton daily.

A large quantity of elk meat was also brought into the camp. Venison was also occasionally brought.

Water Supply.—Owing to heavy rain in the neighbourhood of Marichchukkaddi during December, there was an ample supply of good drinking water in the tank Adappankulam. The tank was, as in last year, fenced round with a thorn fence, and watchers were placed all round it to prevent any pollution of the water. No one was allowed to go into the tank to draw water. Stages were erected from the bund into the tank from which water was raised by means of well-sweeps and buckets and carried by means of spouts into two cement tanks, built just outside the bund, from which it was issued by coolies, no pots or chatties having been allowed to be put into the cisterns.

At the close of the fishery there appeared to be very little diminution in the quantity of water in the tank. The water was much clearer than in last year.

The supply of bathing water was on this occasion very satisfactory owing to the heavy rains in December and the storms of rain during the fishery.

The tank near the kottu, which was empty all through the fishery of last year, was full throughout the fishery this year, and proved a very great convenience to the divers, who plunged into it immediately after they came in from the bank.

Health.—The health of the place was on the whole remarkably good throughout the fishery. Fever, diarrhœa, and dysentery prevailed, but to no serious extent, towards the close. Five cases of smallpox occurred which were however promptly isolated by orders of the Colonial Surgeon. The Colonial Surgeon's report is annexed. (See annexure.)

Sanitation.—Sanitary measures were strictly and efficiently carried out under the supervision of Mr. Navaretnasinghe and the police, who had under them twelve overseers and 120 scavengers.

The camp from the river up to the broad main road was placed in charge of Mr. Navaretnasinghe. The broad main road and the whole of the divers' quarters from the sea down to the drinking water tank in charge of Sergeant Naranasamy, No. 1,234. A gang of scavengers was sent daily to clear the ground round and the channels leading into the drinking water tank, Adappankulam, and special measures were taken to keep the channels leading into the bathing tanks clean, and to prevent the people taking water for drinking and cooking purposes from the bathing tanks.

Disinfectants were liberally used, and coal tar fires kept burning in all parts of the camp.

Crime.—There was no crime of a serious nature. There were some petty thefts of pearls and oysters and some cases of disorderly conduct, owing chiefly to intemperance. A travelled Afghan, who had spent some time in Australia, was convicted of stealing some pearls and money from two other Afghans, and was sentenced to twelve months' rigorous imprisonment. Two alleged cases of theft of money between Rs. 500 and Rs. 600 were extremely doubtful. Some divers of one boat behaved in a disorderly manner outside the kottu and assaulted a police constable and a watcher. They were convicted before the Court and sentenced to pay fines of from Rs. 5 to Rs. 10 each.

Casualities, &c.—At different times six boats capsized when returning from the bank, but no lives were lost. The boats were afterwards towed in by the Active and some of the oysters recovered.

A woman was struck by lightning during the storm of April 20 in the divers' quarters. She suffered from paralysis of the right side for a time but ultimately recovered. See Dr. A. Nell's report on this case. (Annexure marked B 7.*)

A fire occurred in what is called the pearl bazaar occupied by Moors on the afternoon of April 17. Forty-two huts were burnt, but no valuable property lost. The people who occupied some of these huts were making preparations to go away, and had their things packed and laid outside ready to be removed to the boats. The fire originated in a boutique in which a boy was cooking. In order to fry some onions he threw them into a pan of boiling oil; the oil caught fire and flaring up set fire to the cadjan thatch. The wind was fortunately from the west and blew the flames across the road instead of along it over the open ground on the east. The people turned out and pulled down the huts at each end, thus preventing the flames spreading. This fire caused some anxiety for some time, as the rowdy characters about the place thought it a good opportunity for robbing the bazaar.

Captain Donnan reported that a shark, 9 ft. long, was captured by the crew of the inspection vessel on the night of March 20, and two small sharks were captured the previous evening.

Establishments.—The Mannár kachchéri and court establishments were not removed to the fishery on this occasion. Mr. Crawford, Assistant Government Agent, Mannár, acted as Magistrate and brought with him a clerk and peons to carry on the work of the court. He visited Mannár once a week.

Kottu.—The kottu establishment up to April 14 was in charge of Mr. Horsburgh, Writer and Office Assistant of the Jaffna Kachchéri, who ably and efficiently carried out the duties entrusted to him. Mr. Horsburgh left Marichchukkaddi for Colombo *via* Jaffna on April 14 in order to be present at the examination fixed to be held there on April 20. As in last year, the kottu establishment, kottu officers, and most of the counters were selected from the several departments—Kachcheri, Fiscal's, Court, and Customs of Jaffna, Mannár, Mullaittivu, and Vavuniya. The kottu officers had hard work on several occasions when the boats were delayed, and many of them suffered from fever. There was no delay, however, at any time in counting and delivering the oysters.

Medical.—The medical establishment was in charge of Dr. Attygalle, Colonial Surgeon of Jaffna, to whose report, annexed, I beg that reference may be made for all particulars regarding the disposal of his establishment and the work done.

I can only repeat what I said last year, viz., that I am much indebted to Dr. Attygalle for advice and assistance during the fishery, and for the tact and judgment with which he carried out the duties imposed upon him in connection with the sanitary and medical inspections of the camp and the various classes and nationalities brought together in it.

Kachchéri.—The kachchéri establishment was, as in last year, under the supervision of Mr. Subramen, Head Clerk of the Jaffna kachchéri. He and his subordinate officers have as before rendered very zealous and efficient service, the work having been again this year somewhat heavy owing to the oysters having been often sold in small lots, which necessitated a great deal of night work in the writing of orders so as to prevent delay in the issuing of oysters. Mr. Cumaravaloo Vettivaloo, Shroff of the Mannár kachchéri, acted this year as Shroff of the pearl fishery kachchéri, and performed his duties carefully and efficiently.

Police.—The police force consisted on this occasion of one senior sergeant, five sergeants, four acting sergeants, and forty-four constables,† of whom the senior sergeant, four sergeants, four acting sergeants, and thirty-two constables came from Jaffna, and one sergeant and twelve constables from Colombo.

The force was in charge of Sergeant Naranasamy, No. 1,062 of the Jaffna police, who, as at the fisheries of 1887, 1888, 1889, and 1890, rendered good and efficient service.

The work thrown on the police this year was peculiary heavy, as the force detached for duty was much smaller than at the fisheries of 1888, 1889, and 1890, as it was supposed the fishery would be only a small one and would close about the end of March, whereas, on the contrary, the extent of the camp, the assemblage of people, the number of boats and divers, were much larger than at previous fisheries, necessitating additional patrol and beat duty and arduous work in searching diving boats and keeping watch outside the kottu when the boats came in.

The sergeants and constables have all behaved well and worked zealously, and I am glad to be able to again report that there has not been a case of default.

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* Not printed.

† Thirty-two constables came at first from Jaffna; the number was increased to thirty-five at the beginning of March.

I regret to have to state that Jain Borham, police constable No. 626, an old soldier of the Rifle Regiment and a steady, well-behaved constable, died on the morning of April 28 of tetanus brought on by a chill.

Police Watchers.—As the regular police force was insufficient to admit of a proper watch being kept over the town, the plan adopted last year of employing police watchers to assist the regular police was again carried out this year. At first only thirty-six were employed; as the camp gradually extended, however, it was found necessary to increase the force of watchers first to forty-eight and then to sixty. These men rendered very useful service, more especially in the enforcement of sanitary regulations, and with two exceptions behaved very steadily and well, and were of very great assistance to the regular police during the time of the fire on April 17.

Arrangements for Fishery.—The whole of the arrangements for the fishery were as in previous years carried out by Mr. Seemanpillai Mudaliyár, Adigar of Musali.

The Adigar deserves very great credit for having pushed on the work and having so efficiently carried it out, everything having been in readiness to commence fishing on March 1.

During this fishery I have, as at previous fisheries, received much valuable assistance from the Adigar in connection with the sales and other matters.

Telegraph Line.—The flying telegraph line was again erected this year between Marichchukkaddi and Mannár, and a telegraph office opened in Marichchukkaddi on March 1. This was again a great boon to the merchants who, as before, very freely availed themselves of the means of telegraphic communication.

Postal communication was kept up between Marichchukkaddi and Mannár. There was one delivery and one despatch daily.

Telegraph and Post Offices.—Both telegraph and postal services have been worked very satisfactorily indeed under the supervision of Mr. Jan, Postmaster of Mannár. Mr. Jan has acted as Postmaster during five pearl fisheries from 1887, and has earned the esteem and goodwill of all with whom he has come in contact.

During the fishery of 1889 the merchants made a special request that he might be brought down to Dutch bay from Mannár.

The following statements* furnished by the Postmaster show the amount of work done in the Post and Telegraph Departments :—

Statement of the weight of pearls sent to India by parcel post.
Statement of telegraph stamps sold.
Statement of telegraph messages received.
Statement of telegraph messages despatched.

Customs.—The customs establishment was in charge of Mr. Lembruggen, sub-collector of Kayts.

Coxswains and Beach Establishments.—Coxswain Suakino acted as beachmaster. The work thrown on the beachmaster's department and on the coxswains and boatmen was heavy this year owing to the large number of boats employed, and was efficiently carried out.

Boat Guards.—I was obliged on this occasion to revert to the system of employing guards in the boats, which had been discontinued at the fisheries of 1889 and 1890.

Guard Vessel and Inspection Boats.—The placing of an efficient guard vessel on the banks and the substitution of steam launches at fisheries, in place of the present sailing inspection boats, which cannot keep up with the diving boats, are matters which should engage the attention of Government.

Tugs and Towing.—The towing work this year in connection with the boats was almost all done by the tug Active. In addition to the Active, application was made for the services of a steam launch with light draught of water which would admit of her working closer in shore than the Active and in Portugal Bay. The old fishery launch, the Pearl, now belonging to the Breakwater Department, very well suited for this work, was accordingly lent to the fishery department for service during the fishery. She worked fairly well till March 22, when the engine driver reported he could no longer work her owing to the state of her boiler, and she was sent back to Colombo on March 23.

Fortunately, as before remarked, the weather was favourable for the boats, and her break down did not cause very much inconvenience in regard to towing, although it threw heavy work on the Active. It however prevented a proper watch being kept on the boats on the bank, and when coming in, the work for which she was more especially required. Whether the engine driver was to blame or not for the state of the boiler, I will not pretend to say.

The engine driver and crew of the Active worked hard throughout the fishery.

The Active's boiler, repaired in Colombo just before the fishery commenced, held out fortunately (through the exertions of the engine driver) till nearly the close of the fishery, when it again began to leak.

Series of Fisheries from the Jubilee Fishery of 1887 to 1891.—The series of fisheries commencing with the jubilee fishery of 1887 has now very probably come to a close. In any case, I believe that the oysters remaining on the Muttuvarattu Paar will only afford a very small fishery, if any, next year. The banks fished during the five fisheries are:—Cheval (north, south, east, and west), Modragam (both patches), Muttuvarattu, and Karativu.

1887.—The fishery of 1887 was unexpected, and was not commenced till the beginning of April. It was off the northern patch of the Modragam and the north-east Cheval. The arrangements for the fishery were suddenly made at the close of March, as it was reported the oysters were dying out. This fishery was worked, as former fisheries were, from Sillavaturai.

1888.—The fishery of 1888 was off the whole of the Cheval, the whole of the Modragam, and the ground to the east, west, north, south and between those banks, the boats having been employed in all directions fishing up oysters which had been washed off the banks after the inspection of November, 1887. This fishery was also worked from Sillavaturai.

1889.—In 1889 the Muttuvarattu Paar was fished from Dutch Bay. The fishery promised to be a highly profitable one till the end of March, when it was suddenly brought to a close by an outbreak of cholera. A fishery took place at the same time at Tuticorin, which prevented the Tuticorin divers coming over to the Ceylon fishery.

* Not printed

1890.—In 1890 the same bank (the Muttuvarattu) was fished from Pookulam or Marichchukkaddi.

Owing to the prevalence of cholera, the occurrence again of a fishery at Tuticorin, and other causes, the divers did not come till late in March; fishing was in consequence delayed, but was carried on till April 15, under some difficulties, however, in regard to weather.

1891.—The fishery of this year, 1891, was again off the Muttuvarattu Paar, and again carried on from Púkulam or Marichchukkaddi.

A small number of oysters was fished in 1890 and 1891 from the Karativu bank. An attempt to fish the bank in December, 1889, failed.

The revenue derived from the five fisheries has been (in round numbers) as follows :—

					Rs.
1887	...	...	...	...	400,000
1888	...	...	...	...	800,000
1889	...	...	...	...	490,000
1890	..	...		...	310,000
1891	...	...	...	...	960,000
			Total ...	...	2,960,000
			The expenses have amounted to for the five years	...	500,000
			Net proceeds	...	2,460,000
			Average of five years	..	492,000

Arab Divers.—The threatened invasion of Púkulam or Marichchukkaddi early in February by, it is said, about 2,000 Arab divers calls, I think, for some special notice; some record of the first appearance of Arab divers at Ceylon fisheries (at least at recent fisheries), and of the circumstances which rendered it necessary to prevent their coming on this occasion, for had it not been checked it would most probably have rendered a fishery impossible, or have brought it to a premature close, and would in any case have placed it entirely in the hands of a clique.

Arabs may have come to ancient fisheries, but I have not seen any record of their having come to any fisheries under the Dutch and British Governments.

I am not aware of any record of Arabs having come to Ceylon fisheries before that of 1887. There were no Arabs at all in the previous fisheries between that of 1855 and 1887.

In 1887 one Persian Gulf Arab, employed in some work at Tuticorin, came across to the fishery, another from Bombay brought an air-pump and diving apparatus and tried to work in a boat by himself, but soon gave it up and worked with the other divers in the ordinary way.

As doubts were entertained if divers enough could be obtained from the usual sources to fish up the large number of oysters estimated to be on the bank for the fishery of 1888, inquiries were made of these men, and of one Mohamed Harries (a pearl merchant of Bombay who came to the fishery of 1887), if Arab divers could be obtained from Bombay. The Arab diver from Tuticorin said that many would come if notice were given to them, and Mohamed Harries told me that he could bring from 300 to 400 divers if required. He subsequently wrote to me from Bombay asking if he should bring them to the fishery of 1888. From the accounts I had received of the disposition of the Arabs I did not care to push the matter further, as I entertained great doubts as to the expediency of getting any of these men over, and felt sure that if they came in any number the system of working the fisheries would have to be altered, and that they would exercise a very demoralising effect on the divers of Southern India who had worked the Ceylon fisheries.

In reference to the circumstances attending the fishery of 1888 and subsequent events in 1890, it is a matter for congratulation that the Arab divers were not brought to the fishery of 1888.

During the fishery of 1888 one boat of Arab divers worked: there were in all about sixteen of them, some woolly-haired Zanzibar and Bussorah men who had been horsekeepers to a celebrated horse-dealer in Colombo then in jail. The others were straight-haired light coloured Arabs from the Persian Gulf. They worked well and gave no trouble.

Again at the fishery off Dutch Bay in 1889 a boat with Arab divers worked. Two of these men had worked at the previous fishery. Two or three of them were very sullen, ill-tempered, turbulent looking men, but gave no trouble.

A Tuticorin fishery took place in the same year, and in order to get divers enough to work it, Captain Phipps, I am informed, wrote to Bombay for some Arab divers. A few, it is said, came down and helped to work the fishery.

In 1890 there were again fisheries in Ceylon and Tuticorin. Whether Arabs were sent for again or came down on their own account attracted by the reports of those who came in 1889, I do not know, but 200 of them came down to the fishery of Tuticorin. From all accounts they behaved in a very improper manner there, their lawless conduct seriously interfering with the fishery, which was apparently abruptly brought to a close on March 10, I do not know why.

The Arabs then crossed over to Ceylon and came to Marichchukkaddi. Most of them were a dirty, thieving, bullying lot, setting all law and order at defiance. Fortunately they were but 200 of them, otherwise the consequences might have been serious, as it was not known that they were coming, and no special preparations were made to deal with them.

Sixteen of them, amongst whom was one who called himself a chief, working in a Jaffna boat, deliberately opened oysters on the bank, and when brought to the ship behaved in a most disgraceful manner, the chief threatening to cut Captain Donnan's throat and mine directly I went on shore.

They were brought on shore, taken before the court the next day, convicted, sentenced to six months' rigorous imprisonment and sent to Colombo. A day or two after a fight took place between some Tuticorin and Arab divers in which the Arab divers got the worst of it; the Arabs having been the aggressors were brought before the court and bound over to keep the peace, and I stopped the Arabs from going out to the bank for two or three days.

Their thievish, bullying, and insubordinate conduct in the kottu when dividing their shares gave cause for much anxiety at first. Finding, however, that some of their number had been sent to jail, and feeling after the row with the Tuticorin divers that the people had learnt how to deal

with them, those remaining came and begged to be allowed to fish again or to go away, and on promise of good behaviour were allowed to go to the bank, and behaved fairly well till the end of the fishery. There can be no doubt, however, that their lawless conduct at Tuticorin, and during the early part of the fishery here, has had a very demoralising effect on the divers of Southern India with whom they were brought in contact.

This year, even before the advertisement of the fishery was published, it was reported that 200 Arabs had arrived at Tuticorin with the intention of crossing over to Ceylon. Intimation of this was sent to Captain Donnan, who at once laid the matter before Government, protesting against the Arabs being allowed to come to the fishery. The matter was referred to me, and I also strongly opposed their being employed. Their number gradually increased to 1,000 and subsequently to nearly 2,000.

On the representation of the Ceylon Government, the Madras Government took steps to prevent the Arabs coming across. On this a deputation of so-called chiefs came across to communicate with the authorities in Colombo, amongst them, disguised as a Sheik, war the man who threatened Captain Donnan and myself, and who, I am informed, is no Sheik at all, but the son of a Bombay shipowner. They offered to give security for good behaviour, and a Colombo merchant, I was told, offered to stand security for them. This I afterwards found to be true, as he (the merchant) came to the fishery and informed me that he had lost a large sum of money in consequence of their not being allowed to come, as the Arabs had promised to give him the whole of their shares of one day's fishing if he got them over, and he tried to induce me to allow some of them to come, which I positively refused to do, and told him that if they came they would not be allowed to land In the meantime the Arabs at Tuticorin were behaving in such a lawless manner that H.M.S. Turquoise was telegraphed for, and troops were sent down from Trichinopoly to keep order.

Finding that they could not cross over from Tuticorin, 1,000 of them went to Keelakare in hopes of inducing the Keelakare divers to bring them over in their boats. Some of the leading Keelakare men begged by telegraph to be allowed to bring them, but they were warned not to do so. Finding that the Keelakare boatmen would not allow them to come in their boats, the Arabs threatened to burn their houses and loot the village. On the representation of the Keelakare divers troops and police were sent to Keelakare to keep the Arabs in check, and then the Keelakare divers came over to Ceylon. It is said that the Arabs were ultimately removed in a B. I. steamer to Tuticorin and thence with those remaining there to Bombay. A few managed to find their way over to Ceylon, but they all represented that they belonged to the "British Circar."

I do not myself believe that all the Arabs collected at Tuticorin were divers. I believe many of them were Bombay robbers and thieves, and were coming over here for the purpose of plunder.

There can be no doubt that some people of Bombay, Keelakare, and Colombo were very anxious to have them here in order to get the whole fishery into their own hands, as they knew well that the presence of such a large body of ruffians would have prevented many of the merchants who generally attend the fisheries coming. Moreover, had the Arabs been allowed to come, special measures must have been taken at great expense to guard the bank, to regulate the fishing, to watch the boats when coming in, and to protect the camp and the neighbouring villages.

Now that the Arabs have found their way here they will very probably try to come to future fisheries. A comparatively small number of them, carefully selected, say about 200 to 300, under proper supervision and control, would be of great service in a large fishery, as they are undoubtedly excellent divers, but there are a sufficient number of divers in Southern India to work a small fishery. In any case precautions must be taken to prevent a disorderly lawless mob like that assembled at Tuticorin this year finding its way to a Ceylon fishery.

Karativu Island, encroachment on by Sea.—It is said that what is now called the Karativu shoal formed the northern portion of Karativu (island), which is supposed to have extended nearly as far as the Cheval bank. There is a tradition that Queen "Allyarasani" used to inspect the fishing of the Cheval and Modragam banks from the (then) extreme point. There are from two to three fathoms of water on what is now the shoal. The sea is no doubt encroaching fast on Karativu. Ippantivu, on the south, was formerly a portion of Karativu. It is now separated from it by a channel that has been washed through the sandy isthmus which connected the (now) two islands, and through which many of the diving boats went out to the bank.

An attempt was made to cut a channel last year through the middle of Karativu to shorten the distance for the boats. This channel was, as reported last year, silted up during a south-west gale just as it was about to be opened for the boats to go through.

Between the close of the fishery and the end of the year the sea made encroachments on the north of the Island and washed a channel through the sandy spit about 2½ miles north of Curusady Mundal and half a mile south of the northern point. Many of the boats with a light draught of water came through the channel when returning from the bank. I inspected it on March 12 and came through it in one of the inspection boats. There is a sort of bar across it with only 3 ft. of water on it when I came through. On both sides of this bar, however, the lead sunk into 2 and 3½ fathoms, the sea having scoured out the sand very much in the same way that the rush of water through a breach in a tank bund forms a deep pit just outside the bund. The western side of the spit had been washed away for some distance. I have no doubt the whole of the spit north of this channel will shortly be washed away and form part of the Karativu shoal. I annex a map showing the site of this channel and the change which has taken place in the northern part of the Island by the encroachment of the sea since last fishery.

Karativu island will probably in a few years be cut up into several small islets and finally be washed away altogether when the Karativu shoal will extend from north of the entrance to Dutch Bay to near the Cheval Paar, and what is now Portuguai Bay will no longer be a bay. (See plan annexed.)

I am, &c.,

W. C. TWYNAM,
Superintendent.

ANNEXURE.

The COLONIAL SURGEON to the SUPERINTENDENT of the Pearl Fishery.

Colonial Surgeon's Office,
Marichchukkaddi, April 27, 1891.

SIR,—I HAVE the honour to submit my report on the pearl fishery which has been just brought to a close.

The medical staff at this fishery composed of the following officers under my immediate and personal supervision :—

Mr. Nell, L.C.M.C., in charge of the outdoor dispensary and hospital for the treatment of general diseases.

Mr. Moonyaiah, medical practitioner, in charge of the infectious diseases hospital and quarantine sheds, with the daily inspection of the bazaars and divers' quarters.

Mr. Margenout acted as health officer, and inspected all vessels arriving at the ports during the fishery.

Two medical assistants were employed as dispensers, and there was a staff of twenty attendants for hospital and other work in connection with the Medical Department. Besides these attendants, four men were specially employed by me as a sort of detectives, whose duty it was to visit divers' quarters and cooly lines in particular, three or four times a day regularly, and to report to me or to one of the medical officers every case of illness they found in the camp, whatever their nature may be. This plan answered very well, and I believe there was hardly a person who was taken ill in the place throughout the fishery even with a slight ailment unknown to the Medical Department.

The health officer, Mr. Margenout, was ordered for duty from February 15, with instructions to inspect all passengers landing from vessels most carefully, and he was also supplied with a stock of medicines to treat any cases of illness among the then population in the camp.

I arrived at the place on February 26 with the rest of the medical staff, and an outdoor dispensary and the several hospitals, for which buildings and equipments were ready, were at once opened.

I annex hereto statements* showing the number of patients and the diseases for which they were treated at the outdoor dispensary and the several hospitals, from which it will be seen that the number of patients treated at the outdoor dispensary was no less than 3,373, of whom 2,091 were for fever. In the general hospital 173 were treated; of these, 13 died and 158 discharged, and 2 still remained under treatment. These have been transferred to Mannár hospital for further treatment.

In the infectious diseases hospitals 5 cases of smallpox, 7 of chickenpox, and 3 of measles were treated. Of these, 1 case of smallpox died and the rest recovered.

The chief disease which prevailed at the fishery was malarious fever of an intermittent type which usually occurs at this season of the year in this part of the country. It broke out on this occasion after some showers of rain that fell about the middle of March, and continued to a more or less extent to the close of the fishery. However, it at no time assumed a severe form or prevailed to an alarming degree, and generally yielded to treatment in a few days. There were very few deaths, which were all caused by supervening diseases, such as dysentery and chest affections in weak subjects.

The medical officers, too, were not free from fever: they, one and all, suffered from it, happily not at the same time, and I fared the worst, and was unable to attend to any work for several days.

The most difficult task which the Medical Department had to contend with at this fishery was to prevent the introduction of any epidemic diseases, particularly smallpox, which was raging both in Colombo and India when it commenced, and from where large numbers came in daily bringing the disease with them every now and then. It is a matter for no little congratulation that all the persons who came either with the disease itself or infected were discovered in time either on their landing, or shortly after, and before the infecting stage had reached, and by prompt isolation and removal to hospital I was able to check the spread of the disease among the camp population and prevent the occurrence of a single case from local infection, in that, had it found its way to them, the result would have been most serious and perhaps ended in an early closing of the pearl fishery itself, which now has yielded the largest revenue of the kind which the Government have received, if I mistake not, in any one year during the present century.

Apart from the deaths shown in the returns, I have ascertained that there had been 12 deaths among the camp population outside, making a total of 25 during the whole period of the fishery. This is about five per thousand per annum which, considering the very unfavourable circumstances in which a floating population like this lived for the most part in mere huts exposed more or less to all the vicissitudes of the weather, is highly satisfactory, and will compare favourably with that of any community elsewhere under similar conditions.

The work of the medical officers for some weeks during the height of the fishery was of a very arduous and trying nature, and the very exceptional success which attended it all throughout, and without giving rise to a single complaint at any time among so large a crowd, numbering close upon 30,000, composed of so many nationalities and classes of people as were here, was mainly due to the very efficient manner in which they, one and all, performed the tasks allotted to them cheerfully and to my entire satisfaction, regardless of any trouble to themselves even when laid up with fever; and Messrs. Nell and Moonyaiah deserve special mention in that respect.

I am, &c.,

JOHN ATTYGALLE, M.D.,
Colonial Surgeon.

* Not printed.

XIII.—1891.

STATEMENT

SHOWING

THE AMOUNT OF SCHEDULE FEES RECEIVED BY THE SEVERAL FISCALS

DURING

THE THREE QUARTERS ENDED MARCH 31, 1891.

(In continuation of No. XXXVIII. of 1890.)

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.

To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1891

FISCALS' SCHEDULE FEES.

STATEMENT showing the Amount of Schedule Fees received by the Fiscals of the several Provinces, agreeably to the 16th clause of the Ordinance No. 4 of 1867 and Ordinance No. 43 of 1884, during the Quarters ended September 30 and December 31, 1890.

Province and District.	Quarter ended September 30, 1890.								Quarter ended December 31, 1890.							
	July.		August.		September.		Total.		October.		November.		December.		Total.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Western.																
Colombo ...	567	25	486	65	443	30	1,497	20	389	20	438	80	309	5	1,137	5
Negombo ...	161	25	147	95	108	35	417	55	113	15	139	80	111	40	364	35
Kalutara ...	168	15	89	90	124	35	382	40	144	30	87	75	88	45	320	50
Avisáwélla ...	3	35	4	40	8	30	16	5	7	90	9	5	5	55	21	90
Total ...	900	0	728	90	684	30	2,313	20	653	95	675	40	514	45	1,843	80
Central.																
Kandy ...	243	5	83	75	112	25	439	5	113	55	96	50	84	50	294	55
Mátalé ...	20	50	14	30	19	70	54	50	12	70	23	10	27	85	63	65
Nuwara Eliya ...	25	10	21	75	18	65	65	50	14	55	12	85	7	90	35	30
Gampola ...	40	30	14	60	24	25	79	15	38	20	18	20	13	0	69	40
Hatton ...	43	5	36	0	38	25	117	30	20	65	34	40	29	70	84	75
Total ...	372	0	170	40	213	10	755	50	199	65	185	5	162	95	547	65
Northern.																
Jaffna ...	393	70	224	75	334	35	952	80	299	40	291	25	261	20	851	85
Mannár ...	49	25	38	45	2	50	90	20	7	95	10	0	32	45	50	40
Mullaittivu ...	6	65	3	5	3	70	13	40	0	85	1	85	4	80	7	50
Vavuniya ...	4	20	2	10	0	25	6	55	—		0	40	1	40	1	80
Total ...	453	80	268	35	340	80	1,062	95	308	20	303	50	299	85	911	55
Southern.																
Galle ...	232	35	206	0	226	55	664	90	135	40	166	90	149	80	452	10
Mátara ...	254	35	149	30	193	15	596	80	137	30	190	50	177	60	505	40
Tangalla ...	31	50	33	30	27	40	92	20	57	5	38	60	42	45	138	10
Hambantota ...	8	15	8	55	4	80	21	50	8	0	2	55	1	60	12	15
Balapitiya ...	58	5	39	20	72	35	169	60	32	70	51	85	42	20	126	75
Total ...	584	40	436	35	524	25	1,545	0	370	45	450	40	413	65	1,234	50
Eastern.																
Batticaloa ...	114	20	101	90	100	55	316	65	111	70	65	90	69	95	247	55
Trincomalee ...	37	25	32	25	30	85	100	35	42	90	26	70	69	65	139	25
Total ...	151	45	134	15	131	40	417	0	154	60	92	60	139	60	386	80
North-Western.																
Kurunégala ...	67	0	23	90	55	85	146	75	51	50	41	50	47	35	140	35
Chilaw ...	95	25	50	35	61	30	206	90	61	35	77	60	50	80	189	75
Puttalam ...	24	85	9	10	9	50	43	45	21	95	20	55	16	95	59	45
Kalpitiya ...	6	25	9	35	6	30	21	90	7	15	2	50	5	80	15	45
Total ...	193	35	92	70	132	95	419	0	141	95	142	15	120	90	405	0
North-Central.																
Anurádhapura ...	7	5	6	70	8	65	22	40	5	70	7	30	11	15	24	15
Uva.																
Badulla ...	54	9	46	0	50	75	150	84	82	70	51	50	64	55	198	75
Sabaragamuwa.																
Ratnapura ...	54	60	27	90	19	70	102	20	28	50	16	30	18	20	63	0
Kégalla ...	37	65	28	85	41	75	108	20	53	25	27	85	24	45	105	55
Total ...	92	25	56	75	61	40	210	40	81	75	44	15	42	65	168	55

RECAPITULATION.

	Quarter ended September 30, 1890.		Quarter ended December 31, 1890.	
	Rs.	c.	Rs.	c.
Western Province	2,313	20	1,843	80
Central Province	755	50	547	65
Northern Province	1,062	95	911	55
Southern Province	1,545	0	1,234	50
Eastern Province	417	0	386	80
North-Western Province	419	0	405	0
North-Central Province	22	40	24	15
Province of Uva	150	84	198	75
Province of Sabaragamuwa	210	40	168	55
Total ...	6,896	29	5,720	75

STATEMENT showing the Amount of Schedule Fees received by the Fiscals of the several Provinces, agreeably to the 16th clause of the Ordinance No. 4 of 1867 and Ordinance No. 43 of 1884, during the Quarter ended March 31, 1891.

Province and District.	Quarter ended March 31, 1891.			
	January.	February.	March.	Total.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western.				
Colombo	314 95	389 70	331 40	1,036 5
Negombo	127 15	167 35	105 45	399 95
Kalutara	101 55	112 25	102 0	315 80
Avisáwélla	8 20	5 25	3 65	17 10
Total ...	551 85	674 55	542 50	1,768 90
Central.				
Kandy	81 55	108 85	112 5	302 45
Mátalé	12 80	21 60	7 90	42 30
Nuwara Eliya	14 30	13 90	11 0	39 20
Gampola	28 75	16 40	19 5	64 20
Hatton	21 20	35 75	23 10	80 5
Total ...	158 60	196 50	173 10	528 20
Northern.				
Jaffna	222 30	229 85	159 70	611 85
Mannár	10 50	7 95	1 70	20 15
Mullaittívu	3 55	4 5	1 25	8 85
Vavuniya	1 0	0 50	0 50	2 0
Total ...	237 35	242 35	163 15	642 85
Southern.				
Galle	181 50	225 65	259 90	667 5
Mátara	151 25	144 15	150 40	445 80
Tangalla	63 25	25 20	15 45	103 90
Hambantota	1 85	3 25	5 25	10 35
Balapitiya	35 90	32 0	44 0	111 90
Total ...	433 75	430 25	475 0	1,339 0
Eastern.				
Batticaloa	67 20	53 60	66 20	187 0
Trincomalee	39 25	23 50	35 45	98 20
Total ...	106 45	77 10	101 65	285 20
North-Western.				
Kurunégala	27 30	30 95	31 0	89 25
Chilaw	72 40	56 85	78 45	207 70
Puttalam	11 90	18 0	22 50	52 40
Kalpitiya	7 50	4 25	14 50	26 25
Total ...	119 10	110 5	146 45	375 60
North-Central.				
Anurádhapura	5 5	16 15	10 30	31 50
Uva.				
Badulla	38 0	64 0	50 55	152 55
Sabaragamuwa.				
Ratnapura	16 0	22 20	18 20	56 40
Kégalla	20 40	27 65	27 40	*75 45
Total ...	36 40	49 85	45 60	131 85

RECAPITULATION.

	Quarter ended March 31, 1891. Rs. c.
Western Province	1,768 90
Central Province	528 20
Northern Province	642 85
Southern Province	1,339 0
Eastern Province	285 20
North-Western Province	375 60
North-Central Province	31 50
Province of Uva	152 55
Province of Sabaragamuwa	131 85
Total ...	5,255 65

XIV.—1891.

HAPUTALE RAILWAY EXTENSION.

STATEMENT

SHOWING

THE TOTAL EXPENDITURE INCURRED UP TO JUNE 30, 1891.

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
To be Purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, Price 5 cents.

1891.

HAPUTALE RAILWAY.

STATEMENT No. 8.—Classification of Expenditure under the various Main Headings of the Work up to June 30, 1891.

Description of Work.	Estimated Cost.	Total Amount of Estimate.	Amount Expended up to March 31, 1891.	Amount Expended during the Quarter ended June 30, 1891.	Total Amount Expended up to June 30, 1891.
Schedule No. 1.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
A Earthwork ... Rock ...	1,303,039 71	—	400,892 21	49,060 37	449,952 58
A Earthwork ... Earth ..	485,226 59	—	357,854 37	47,876 31	405,730 68
B Tunnels	897,800 4	—	324,718 71	146,525 18	471,243 89
C Bridges	219,553 45	—	110,586 91	12,919 98	123,506 89
D Culverts	512,769 49	—	299,622 15	19,233 32	318,855 47
E Retaining walls ...	640,961 9	—	64,566 16	12,164 75	76,730 91
F Permanent way ...	267,568 55	—	36,585 97	12,143 47	48,729 44
G Switches and crossings ...	7,062 49	—	—	—	—
H Metalling roads ...	8,271 56	—	8 50	—	8 50
I Stations	210,739 7	—	26,462 10	6,444 90	32,907 0
J Reserve quantities ...	125,819 41	—	1,930 58	32 12	1,962 70
General charges on construction work	—	—	385,971 30	21,643 81	407,615 11
General stores ...	—	—	167,579 44	—43,301 8	124,278 36
Carpenters' shop ...	—	—	1,416 65	—	1,416 65
Smiths' shop	—	—	969 71	—	969 71
Medical expenses ...	—	4,678,811 45	13,605 9	1,938 5	15,543 14
Schedule No. 2.					
Telegraph	12,698 75	—	—	—	—
Land and compensation ...	61,875 0	—	50,242 34	252 50	50,494 84
Engineering and administration	355,561 50	—	204,372 63	14,927 23	219,299 86
Bridge materials, including manufacture, freight, and inspection, and all charges in Ceylon up to delivery at Nánu-oya	73,394 92	—	81,240 10	28 39	81,268 49
Permanent way materials, including manufacture, freight, and inspection and all charges in Ceylon up to delivery at Nánu-oya	637,716 9	—	336,805 21	6,343 37	343,148 58
Rolling stock	303,644 75	—	269,495 63	16 1	269,511 64
Contingencies ...	376,297 54	—	116,558 40	—	116,558 40
Suspense account ...	—	1,821,188 55	4,738 57	—	4,738 57
Total ...	—	6,500,000 0	3,256,222 73	308,248 68	3,564,471 41

August 3, 1891.

F. J. WARING,
Chief Resident Engineer.

XV.—1891.

VILLAGE TRIBUNALS.

A STATEMENT

SHOWING

THE DISTRICTS, PRESIDENTS, THEIR SALARIES AND STAFFS, AND THE NUMBER AND NATURE OF THE CASES DISPOSED OF DURING 1890.

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY GEORGE J. A. SKEEN, GOVERNMENT PRINTER, CEYLON.
To be Purchased at the Government Record Office, Colombo, Price 5 cents.

1891.

RETURN showing the Names of Districts, Presidents, &c., and the Number of Cases Instituted, Decided, and in Appeal, under "The Village Communities' Ordinance," throughout the Island, for 1890.

Districts.	Presidents.	Salaries.	Staff.	Cost of Staff per Annum.	Pending on January 1, 1890.		Instituted during 1890.		Amicable Settlements under Section 23.		Decisions. Civil.		Decisions. Criminal.							Appeals. To Government Agent.		Appeals. From G. A. to Governor in Executive Council.		Pending on December 31, 1890.	
					Civil.	Criminal.	Civil.	Criminal.	Civil.	Criminal.	Money.	Land.	Breach of V. C. Rules.	Irrigation.	Assault.	Theft.	Malicious Injury.	Cattle Trespass.	Maintenance.	Confirmed.	Set Aside.	Confirmed.	Set Aside.	Civil.	Criminal.
Western Province.																									
Colombo.		Rs.		Rs.																					
Gampaha ...	D. A. E. Dias Baṇḍáranáyaka	1,800	2 Native Writers at Rs. 20 each, 2 Messengers at Rs. 10 each, and 2 Sweepers at Rs. 5 each per month.	840	10	6	243	254	44	91	246	1	98	9	83	55	3	2	1	5	—	1	—	6	9
Kanuwana ...					21	18	309	394	53	90	318	—	107	—	174	112	—	2	4	14	1	1	1	12	13
Haṇwęlla ...	A. Disánáyaka, Mudaliyár	1,500	1 Native Writer at Rs. 20, 1 Native Writer at Rs. 27·50, 3 Messengers at Rs. 10 each, and 1 Sweeper at Rs 3. per month.	966	18	21	316	456	41	75	326	4	222	5	87	113	11	24	7	49	12	1	—	4	8
Nawagomuwa ...					17	27	246	404	41	69	250	5	174	—	97	103	24	18	3	37	12	2	—	8	12
Mulleriyáwa ...																									
Gaṇgoḍawila ...	L. C. F. Samanakkoḍi, Mudaliyár	1,600	1 Native Writer at Rs. 20, 1 Messenger at Rs. 10, and 1 Process Server at Rs. 10 per month.	480	5	13	108	193	9	42	106	2	67	—	47	60	14	8	—	18	3	1	—	5	10
					16	28	319	696	2	28	325	3	195	4	269	165	12	53	1	33	8	4	—	7	25
Mahara ...	D. B. P. Abayasékara, Mudaliyár	1,600	2 Native Writers at Rs 20 each, 2 Messengers at Rs. 10 each, and 1 Sweeper at Rs. 5 per month.	780	—	—	207	498	12	155	194	7	216	1	131	128	2	—	5	7	—	—	—	6	15
Henaratgoḍa ...					—	3	391	814	95	225	362	11	321	7	239	198	1	1	11	14	1	1	—	18	39
Kalutara.																									
Agalawatta ..	A. R. Gunatilaka, Mudaliyár	1,500	1 Native Writer at Rs. 20, 2 Peons at Rs. 10 each, and 3 Sweepers at Rs. 2·50 each per month.	570	24	20	254	234	63	63	257	—	85	—	76	37	6	31	12	14	9	1	1	21	7
Yaṭadolawatta ...					44	22	297	315	64	59	332	—	177	—	81	21	9	43	2	28	2	1	—	9	4
Węlipenna ...					30	39	165	323	37	38	186	—	223	—	49	29	8	35	5	20	3	—	—	9	13
Negombo.																									
Minuwangoḍa ...	John Abeykoon, Mudaliyár	1,500	2 Native Writers at Rs. 25 each and 1 Peon at Rs. 10 per month.	720	72	57	376	619	63	131	422	—	261	21	196	122	14	48	2	18	2	1	1	26	22
Dunagaha ...					34	43	106	215	3	45	132	—	83	22	63	56	6	12	2	4	1	2	—	8	14
Kaṭána ...					52	53	241	337	25	54	263	—	106	5	113	88	9	42	—	10	—	2	—	30	27
Village Committees, Hápiṭigam Kóralé ...	—	—	—	—	—	4	—	238	—	41	—	—	212	18	—	—	—	—	—	—	—	—	—	—	12
Central Province.																									
Kandy.																									
Uḍunuwara ...	K. B. Kobbékaḍuwé ...	1,680	2 Clerks at Rs. 240 each, 2 Peons at Rs. 120 each, and 1 Court-keeper at Rs. 30.	390	74	105	328	664	29	194	282	94	72	1	92	78	333	113	9	14	1	—	—	26	71
Yaṭinuwara ...				360	24	37	174	484	18	102	169	21	42	—	331	28	52	30	9	16	3	1	—	8	29
Tumpané ...	A. E. Paranagama ...	360	1 Clerk at Rs. 240, 1 Clerk at Rs. 180, 1 Peon at Rs. 120, 1 Peon at Rs. 90, & 2 Court-keepers at Rs. 30 each.	390	15	8	141	490	70	303	136	3	247	16	50	104	3	41	6	3	—	—	—	17	31
Hárispattu ...				300	43	35	305	902	186	590	312	1	573	2	129	92	25	34	31	7	2	—	—	35	51
Lower Dumbara...	L. B. Rambukwęlla ...	1,500	1 Clerk at Rs. 240, 1 Clerk at Rs. 90, 2 Peons at Rs. 90 each, and 1 Court-keeper at Rs. 36.	546	32	61	736	1274	83	241	730	26	707	4	242	148	84	58	57	30	4	—	—	12	35
Upper Dumbara...	T. B. Rambukwęlla ...	240	1 Clerk at Rs. 240 and 1 Peon at Rs. 120.	360	72	69	699	791	74	128	744	4	368	52	114	101	39	127	21	7	2	—	—	23	29
Lower Héwáhęṭa	L. B. Yaṭawara ...	—	1 Clerk at Rs. 90.	90	—	13	—	437	—	239	—	—	432	8	—	—	—	—	—	—	—	—	—	—	10
Uḍapalata ...	T. B. Panabokke ...	240	1 Clerk at Rs. 60, paid from April 1, 1889.	45	—	16	—	220	—	76	—	—	159	46	—	—	—	—	—	1	3	—	—	—	31
Uḍa Bulatgama ...	T. B. Girihagama ...	240	1 Clerk at Rs. 60, paid from July 1, 1889.	30	—	3	—	177	—	35	—	—	152	4	—	—	—	3	9	2	—	—	—	—	12

Mátalé.																											
Mátalé north ...	G. P. Banda ...	1,200	1 Clerk at Rs. 20, 1 Extra Clerk at Rs. 15, 1 Peon at Rs. 10, 2 Watchers at Rs. 2·50 each.	600	72	54	568	559	72	1	558	55	293	—	100	38	49	97	17	39	2	1	—	37	19
Mátalé east ...	T. B. Aluwihára ...	1,200	1 Clerk at Rs 20, 2 Peons at Rs. 2·50 each, 1 Watcher at Rs. 5.	600	9	7	871	664	111	10	723	120	362	—	142	50	15	60	17	30	3	—	—	37	25
Mátalé south ...	Dorakumbura Disáwa. ...	—	1 Clerk at Rs. 10, 1 Peon at Rs. 7·50, and 1 Watcher at Rs. 2·50 from April 1, 1889.	232	—	198	—	733	—	204	—	—	916	—	—	—	—	—	—	21	3	—	—	—	15
Nuwara Eliya.																											
Uḍa Héwáhęṭa ...	J. W. H. Andarawęwa ...	1,320	2 Clerks at Rs. 180 each, 1 Peon at Rs. 108, and 1 Peon at Rs. 60.	288	55	39	427	431	59	49	408	37	153	48	96	47	6	76	17	16	1	—	—	37	27
Walapané ...	...			240	49	28	374	390	23	43	327	52	158	29	62	43	5	73	12	4	—	—	—	44	36
Kotmalé ...	W. P. Banda ...	200	—	—	—	—	—	148	—	46	—	—	129	19	—	—	—	—	—	—	—	—	—	—	—
SOUTHERN PROVINCE.																											
Galle.																											
Bentoṭa-Walallá-wiṭi kóralé.	Liveris de Fonseka ...	1,000 360*	1 Clerk at Rs. 20 and 2 Messengers at Rs. 7·50 each per month.	420	9	2	1021	557	236	180	1018	6	169	—	147	171	19	45	8	52	28	3	—	6	—
Hinidum and Gangaboda pattu	J. E. Jayatillaka ...	1,100 360*	Do.	420	17	33	355	203	48	73	381	—	34	—	62	66	8	27	26	18	3	1	—	21	19
Mátara.																											
Węligam kóralé	R. R. Dunuwila Victor Rajapaksa, (acting on half pay)...	1,100 550 360*	Do.	420	3	2	748	1319	91	380	736	13	261	5	502	466	71	—	16	100	9	4	4	2	—
Gangaboḍa pattu	J. P. Gunatilaka ...	840 300*	Do.	420	143	49	1488	1099	490	231	1537	42	266	—	322	424	44	1	33	117	4	7	4	52	58
Węllaboḍa pattu	Charles Gunatilaka ...	840 300*	Do.	420	15	68	1042	1155	95	396	1005	30	389	—	387	294	50	34	29	107	2	11	1	22	40
Morowak kóralé	R. B. Tillekaratna D. H. de Silva (acting on half pay) ...	1,100 550 360*	Do.	420	78	21	675	559	119	79	705	36	109	14	200	190	28	13	13	112	6	12	—	12	13
Hambantota.																											
Giruwa pattu west	D. F. Obeyesekara ...	1,200 360*	1 Clerk at Rs. 25 and 2 Messengers at Rs. 10 each	540	151	111	1407	883	86	49	1309	58	76	49	296	294	51	92	26	80	11	5	—	191	110
EASTERN PROVINCE																											
Batticaloa north...	E. Crowther	1,200	—	540	69	22	2596	1029	1302	352	2574	9	414	—	269	263	50	7	13	4	3	—	—	82	35
Batticaloa south...	M. Sidemparanather ...	1,000	—	510	24	12	2490	1020	1676	403	2473	2	485	—	372	72	7	5	59	24	6	1	—	39	32
Bintenne ...			—	750	—	—	42	—	24	—	42	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trincomalee ...	V. C. Kanagasabey, Mudaliyár	1,200	—	450	221	58	2109	482	850	184	2057	1	159	—	195	76	28	25	6	26	11	—	—	272	51
NORTH-WESTERN PROVINCE.																											
Kurunégala.																											
Węuḍawili hatpattu	J. H. Girihágama ...	1,200 360*	1 Clerk at Rs. 20, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2·50 each per month.	540	63	28	1148	802	324	108	988	24	310	13	104	153	42	134	[illegible]	25	3	—	—	199	64
Wanni hatpattu...	J. H. A. Bakmuwęwa ...	1,200 360*	1 Clerk at Rs. 20, 1 Liyanarala at Rs. 11, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2·50 each per month.	672	473	713	1234	974	152	9	1121	7	864	—	110	46	—	127	8	17	—	—	—	379	532
Déwamędi do.	W. E. Denapiṭiya, up to January 20, 1890 ...	1,200 360*	1 Clerk at Rs. 20, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2·50 each per month.	540	140	251	579	636	80	45	542	8	404	—	40	51	13	72	11	13	—	—	—	169	296
	A. J. W. M. Marambe from July 8, 1890 ...	1200 360*																							

* Travelling allowance.

Districts.	Presidents.	Salaries.	Staff.	Cost of Staff per Annum.	Pending on January 1, 1890.		Instituted during 1890.		Amicable Settlements under Section 23.		Decisions.									Appeals.				Pending on December 31, 1890.	
											Civil.		Criminal.							To Government Agent.		From G. A. to Governor in Executive Council.			
					Civil.	Criminal.	Civil.	Criminal.	Civil.	Criminal.	Money.	Land.	Breach of V. C. Rules.	Irrigation.	Assault.	Theft.	Malicious Injury.	Cattle Trespass.	Maintenance.	Confirmed.	Set Aside.	Confirmed.	Set Aside.	Civil.	Criminal.
North-Western Province—*contd.*				Rs.																					
Hiriyala hatpattu	S. E. Herat	1,200 360*	1 Clerk at Rs. 20, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2 50 each per month.	540	295	111	1334	775	457	189	1367	63	256	78	70	83	15	211	21	49	39	—	—	193	162
Kaṭugampola do.	S. T. Tennekoon ...	1,200 360*	Do.	540	415	67	1871	1015	*64	104	1914	33	278	—	173	179	33	244	8	21	7	—	1	339	167
Dambadeni do.	J. H. Halpe, up to August 11, 1890 ... ... L. B. Bogahalande from October 23, 1890 ...	1,200 360* 1,200 360*	Do.	540	351	214	837	549	—	4	838	14	209	2	79	164	11	76	12	9	10	—	—	336	210
Puttalam.																									
Demala hatpattu...	R. A. H. Baṇḍá ...	1,200 360c	1 Clerk at Rs. 10 and 1 Messenger at Rs. 4·50 per month.	174	51	209	312	276	39	58	324	14	239	1	67	21	1	122	1	2	—	—	—	25	33
North-Central Province.																									
Nuwaragampaláta	Ilangasinha Kalukumara Rajakaruna Hurulle Henarat Banda	1,500	1 Native Writer at Rs. 240, 1 Assistant for six months at Rs. 120, 2 Messengers at Rs. 180, and 6 Court-keepers at Rs. 108	588	—	—	620	929	255	201	301	7	558	29	49	5	5	17	3	24	15	1	1	57	62
Hurulu paláta ...	Kunchikulama Rajakaruna Kapuruhami	1,500	1 Native Writer Rs. 240, 2 Messengers at Rs. 180, and 6 Court-keepers at Rs. 144	564	54	161	361	692	199	420	147	3	192	5	4	1	—	2	4	19	3	1	—	66	225
Kalagam paláta ...	Disánáyaka Herat Baṇḍáraláge Demunwewa Ukku Baṇḍá.	1,500	1 Native Writer at Rs. 240, 2 Messengers at Rs. 180, and 7 Court-keepers at Rs. 126.	546	3	8	362	624	67	122	289	5	425	4	15	1	1	31	7	30	1	1	—	4	26
Tamankaḍuwa ...	Gabriel Wijesinha Jayawardana	780	1 Native Writer at Rs. 240, 2 Messengers at Rs. 180, 4 Court-keepers at Rs. 30 each, 1 at Rs. 120, & 1 at Rs. 18.	678	46	8	225	58	16	3	99	—	17	—	3	6	—	5	4	1	—	—	—	156	28
Province of Uva.																									
Uḍukinda ...	D. W. Baṇḍár ...	1,220	1 Clerk at Rs. 20 and 2 Peons at Rs. 12·50 each.	540	8	11	498	442	99	157	478	18	202	47	88	39	8	46	15	10	1	—	—	10	8
Province of Sabaragamuwa.																									
Ratnapura.																									
Higashena ...	E. F. Mapitigama J. A. C. Rambukpota (acting)	1,500	1 Native Writer	240	41	33	320	226	—	—	322	2	134	—	18	59	1	1	6	13	5	2	—	37	40
Kendangomuwa...			1 Messenger	120	34	57	209	167	—	—	200	1	95	—	16	33	—	1	—	8	2	—	2	42	79
Kiriella ...			1 Village Tribunal-keeper ...	30	23	35	135	78	—	—	135	2	54	—	6	21	—	15	—	11	2	—	—	21	17
Kégalla.																									
Galboda and Kinigoda kóralés	T. B. Walgama ...	1,500	1 Native Writer ... ... 1 Messenger ... ... 2 Village Tribunal-keepers ...	240 120 120	2	12	832	709	55	169	755	38	194	97	133	165	86	40	5	44	9	—	—	41	1
Three kóralés and Páta Bulatgama	J. C. Molamure ... E. F. Mapitigama (acting)	1,500	1 Native Writer ... ... 1 Messenger ... ... 1 Village Tribunal-keeper ...	240 120 60	28	18	1156	722	11	17	1154	13	301	2	179	158	14	56	6	21	15	—	—	17	24

* Travelling allowance.

XVI.—1891.

THE GEMMING ORDINANCE, 1890.

REPORT of a SELECT COMMITTEE appointed to inquire into and report upon the nature of the grievances in connection with the operation of "The Gemming Ordinance, 1890," referred to in a Petition presented to the Council on December 9, 1890.

Ordered by His Excellency the Governor to be Printed.

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1891.

WORKING OF "THE GEMMING ORDINANCE, 1890."

THE Select Committee appointed to inquire into and to report upon the nature of the grievances in connection with the operation of "The Gemming Ordinance, 1890," referred to in a petition from certain inhabitants of Sabaragamuwa, which was presented to the Legislative Council on the 9th December, beg to report that they find these grievances to be due to the working and application of that Ordinance.

In January last they visited Ratnapura and held two meetings, at which the Government Agent as well as some persons pursuing or interested in gemming gave evidence.

Notwithstanding the expressed and unquestionably sincere intentions of the Revenue Officers to bring this Ordinance into operation with forbearance, the result appears to have been unfortunately otherwise. In the prosecutions which were instituted and pressed to conviction and punishment, and in the formalities through which applicants for licenses were obliged to go, the gemmers were doubtless exposed to some inconvenience and hardship. The narrow definition given to a mine for which a separate license had to be taken out was not in agreement with the intentions of the framers of the Ordinance, and was the cause of the greater part of the trouble and difficulty. There is no desire or intention to impute else than the want of success which may reasonably have attended the introduction of any measure of such a novel description.

The Committee understand that the principal object of the licensing and control established by the Ordinance was to promote and protect agricultural industry, and to discourage to some extent the villager from joining the more speculative pursuit of gemming. The evidence placed before the Committee did not establish that villagers had been induced to neglect agriculture and to take up gemming, or to dispose of their lands for such a purpose. The apprehension of substantial injury to the villager from gemming must therefore still remain a matter of opinion.

The Committee found on their visit to Ratnapura that there was a widespread feeling of dissatisfaction with the working of the Ordinance, while beyond the opinion of the Government Agent there was little or no material evidence in its favour. The Committee consider that the Ordinance in its present form cannot be worked without causing some inconvenience and hardship to the people, and that the control sought to be established must almost necessarily be attended by some of the results complained of.

The Committee therefore, with hesitation and regret in adopting the course with respect to an Ordinance enacted so recently as the last Session, recommend that the licensing control over gemming should be withdrawn, on the ground that it is ineffective and has caused widespread discontent. In thus practically recommending the repeal of "The Gemming Ordinance, 1890," the Committee do not mean that the prerogative rights of the Crown in respect of gems and the like products of land should be thereby prejudiced.

E. NOEL WALKER.
F. R. SAUNDERS.
A. SENEVIRATNE.
T. B. PANABOKKE.

Council Chamber,
August 10, 1891.

ADMITTING the force of the evidence, I have felt unable to abstain from joining in the recommendation. I am not, however, entirely satisfied that the gemming industry has no injurious effect on the villager and is not an undesirable pursuit for him. I think, too, that more weight should be given to the opinion of the Government Agent and of those who were actuated by their concern for the villager and are not interested in maintaining this speculative trade. In this view I should have preferred to see a further trial given to the Ordinance of last year, with some amendment as to the issue of licenses and with some measures for making its application less onerous than it has been.

E. NOEL WALKER.

August 10, 1891.

I HAVE signed the report as concurring in the conclusion arrived at that the Ordinance should be repealed; but there are in my opinion stronger reasons for this conclusion than are set out in the report.

F. R. SAUNDERS.

August 11, 1891.